

China Mail

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EUROPEAN CHASES ROBBERS

GRAPHIC STORY ALLEGED SEQUEL TO BROAD- WOOD ROAD BURGLARY THREE ARRESTS

Two Chinese men (Chan Kam-pook and Wong Po) and a woman (Wing Tai), were charged before Mr. J. E. Lindsell, at the Central Magistracy this morning, with serious offences arising out of an armed robbery in Shaukwan-road and a burglary in Broadwood-road.

Chan, the first man, was not legally represented.

Mr. C. A. S. Russ appeared for the second man, and the woman was defended by Mr. Leo d'Almeida, Jun.

Chan and Wong were charged jointly with having been concerned, with others not in custody, and while armed with a revolver and a chopper, in an armed robbery at No. 53, Shaukwan-road, ground floor, on the night of October 13 last.

Additional Charges

Chan was further charged on two other counts as follows:—

(1) receiving stolen property, a red woollen blanket, stolen from No. 53, Shaukwan-road; and (2) breaking into the residence of Mr. W. H. Whitley, No. 17, Broadwood-road, on the night of September 17 last, and stealing, among other property, a revolver and six rounds of ammunition.

The woman was charged with (1) unlawful possession of a revolver and six rounds of ammunition, without a permit from the C.S.P., and (2) receiving stolen property, the revolver and ammunition, stolen from Mr. Whitley's house.

Mr. T. Murphy, Assistant Director of Criminal Intelligence, conducted the case for the police.

Domestic Servants

Outlining the case, Mr. Murphy said that both male accused had formerly worked as domestic servants in European houses, whilst the woman, at the time of her arrest, was employed as a domestic servant in the house of a Portuguese family in Wongneichong-road.

Proceeding to deal with the burglary in Mr. Whitley's house, No. 17, Broadwood-road, Mr. Murphy said that the house was entered on the night of September 17 last, by a burglar, who got in by opening a bathroom door. Property stolen from the house included a revolver, loaded in all six chambers, a string of pearls, a gold wrist watch (recovered), a gold bangle and over \$30 in money (not recovered).

The string of pearls, Mr. Murphy said, was subsequently found in an unlocked box at the time of the second man's arrest.

Armed Robbery

Mr. Murphy then proceeded to deal with the armed robbery in Shaukwan-road, which he said occurred at about 11.30 p.m., on the night of October 13 last. The master of a combined barber and cigarette shop on the ground floor of No. 53, Shaukwan-road, opened the shop door in reply to a knock from someone who said that he wanted to purchase some cigarettes.

As soon as the door was opened, three men rushed in. One of the trio was armed with a revolver whilst another brandished a chopper (both produced in Court). There was only one electric light burning in the front of the shop at the time, and the master of the shop was unable to see the thieves properly. Once inside, the men proceeded to drive the master into a cubicle where his wife and two children were sleeping.

The robbers carried out a hurried inspection of the floor, and did not bind or gag any of the victims. They stole from a woman, on the same floor, a gold ring which she was wearing and then decamped. As they were leaving one of the robbers picked up a red woollen blanket from a bed and took it away with him. This blanket was subsequently recovered in pawn.

Fokis Asleep

Three folks of the shop who were sleeping on the premises, slept throughout the robbery and did not know of its occurrence. The two children cried at the appearance of the three intruders in their cubicle. This apparently alarmed the robbers and accounted for their not making a minute search of the place. In any case, Mr. Murphy said, there was very little of value in the house at the time of the robbery.

Proceeding, Mr. Murphy said that about the time of the robbery, a European, a Mr. Swan, was returning home to Quarry Bay in his

POVERTY & HARDSHIP IN PEKING

NEAR VIRTUAL RUIN PEOPLE LEAVE AFTER CHANGE OF CAPITAL WORST WINTER FOR YEARS

Shanghai, Yesterday.

About a thousand more shops in Peking were closed in October, making a total of more than 3,500 since the removal of the capital to Nanking, while hundreds more desire to close but the Police refuse to suspend their licences.

More than 10,000 families have left Peking. Rents of Chinese houses have fallen greatly, bringing to virtual ruin a large number of property holders, while the poor are facing the worst winter for generations.

Owing to the poverty, the number of daily robberies in and around Peking is largely increasing.

Early Snowfall

To add to the hardships of the ancient capital, drought is causing very serious famine conditions in the surrounding provinces, especially in Shansi, Shensi and the newly-created province of Suiyuan where the harvests are less than half of normal.

Several hundred thousand people are already starving. The exactions by bandits and soldiers are becoming worse. There is already a grave situation. Moreover, winter is setting in earlier than usual. Snow has fallen in Peking and there have been heavy falls elsewhere.—Reuter.

COOL THEFT

EUROPEAN CONGRATULATED BY MAGISTRATE

NATHAN-ROAD CHASE

"I should like to congratulate Mr. Guest on a smart piece of work."

Thus said Mr. W. Schofield at the Kowloon Magistracy this morning, when referring to a case in which Mr. A. W. Guest, of the Royal Observatory, had effected the capture of a thief in Nathan-road yesterday afternoon.

A Chinese, described as an odd-job cooie appeared on a charge of the theft of a camp-bed from the Peninsula Furniture Store, No. 60, Nathan-road.

According to Det. Sergeant Motteram, Mr. Guest was proceeding along Nathan-road in a ricksha and, on approaching the furniture store in question, he saw defendant take the camp-bed from a peg outside the shop and walk away. Mr. Guest left the ricksha and ran after defendant, finally managing to catch him at the junction of Nathan-road and Mody-road. Defendant was then taken back to the shop, where the camp-bed was recognised to be their property.

In answer to the charge, defendant pleaded guilty. He said that he was at present unemployed. The value of the camp-bed was said to be \$5.

A fine of \$50 or 6 weeks' hard labour was imposed, the magistrate then congratulating Mr. Guest in the words quoted above.

motor car. As he passed the shop, he heard shouts and saw some men rushing out of the shop. Mr. Swan also observed a motor car waiting on the side of the road opposite the shop and headed for town. The car did not have any lights on, but Mr. Swan thought he saw one or two men sitting in it. He also saw two or three men walking towards the car. These men did not wait to open the door of the car but climbed into it. Immediately the men had got on board, the car proceeded at full speed in the direction of the City.

Motor-Car Chase
Realising that something serious had happened, Mr. Swan turned his car round and gave chase. Mr. Swan was delayed by having to stop behind tramcars and by other vehicles, and eventually he lost sight of the car near the Bay View Police Station. Subsequently, he decided to give up the chase.

Replying to the Magistrate, Mr. Murphy said that Mr. Swan was unable to observe the number of the car because the lights were not good.

(Continued on Page 14.)

BUYING BRITISH GOLD IN AMERICA

SPEYER AND CO. TAKE ANOTHER \$2,500,000

HUGE IMPORTS

New York, Yesterday.

It is announced that the bankers, Messrs. Speyer and Co., have purchased nearly two and a half million dollars worth of gold in England, bringing the total of gold imports here to over \$17,000,000 since the gold movement again turned in favour of the United States at the beginning of the autumn.—Reuter's American Service.

BRITISH WOMEN

VIEWS OF SECRETARY OF STATE FOR THE DOMINIONS NON-PARTY QUESTION

London, Yesterday.

Addressing a meeting in connection with the Society for Overseas Settlement of British Women, Mr. Amery said that the diffusion of the British race over the world was by far the biggest thing in all history. The unity and development of the Empire depended directly on the successful flow of our people from these shores to the Dominions so as to bring about not only a better numerical distribution of our people but also a better distribution from the viewpoint of opportunity to every man and woman and above all to every child.

What must be kept in mind was the building up of a great commonwealth of nations for the welfare of each and all. Everything should be done to encourage educated women to go overseas.

"We have succeeded," he added, "in making this great question a non-party question and that in itself is, I think, a very great triumph. We have also made it in a very peculiar sense an inter-Imperial question and a link for discussion between the Governments and Parliaments of the Empire.—British Wireless Service.

CHARFIELD SMASH

EXPRESS DRIVER BLAMED FOR THE DISASTER

COMMITTED FOR TRIAL

London, Yesterday.

At the inquest on the victims of the recent Charfield railway disaster the verdict was that the collision was due to the negligence of the express driver, Aldington, in passing signals when at "danger."

Subsequently Aldington was committed for trial on a manslaughter charge.

AN INCIDENT

REGRETTABLE AFFAIR IN ITALIAN SEAPORT

Civita Vecchia, Yesterday.

Four German seamen, who are alleged to have been drunk, severely manhandled the Italian Customs Guard. The latter fired and killed one of the assailants.—Reuter.

CASE WITHDRAWN

JUDGMENT AGAINST SIKH MONEYLENDER

SURPRISE CONCLUSION

Protracted proceedings in the Summary Court came to a sudden conclusion this morning when Mr. C. A. S. Russ, appearing for Sangat Singh, said:—

"I will save your Lordship's time. Since the last adjournment I have studied the case and discussed it with my friend; and I have now come to the conclusion that it is better for my client to withdraw."

The suit was one in which a shipping clerk was sued for \$440 "being balance of a promissory note for \$440."

Mr. J. M. d'Almeida Remedios, for the defence, had cross-examined the effect that the note had been superseded by two subsequent notes both of which have been discharged. His application for costs was granted.

M. BARTHOLOME

Paris, Yesterday.

The death is announced of M. Albert Bartholome, the famous painter and sculptor.—Reuter.

ECHO OF "FRANCS CASE"

MRS. DYNE

WOMAN DEFENDANT FAILS BANKRUPTCY COURT

"GONE TO SPAIN"

London, Yesterday.

A meeting of the London Bankruptcy Court for the purpose of publicly examining Mrs. Bradley Dyne, the well-known defendant in the so-called "francs case" had to be adjourned until next sitting owing to the absence of Mrs. Bradley Dyne, who is reported to have gone to Spain to join her husband.

A statement of affairs showed liabilities at \$41,000 and assets nil.—Reuter.

[This case concerned payments for transactions in exchange and involved Civil Servants, including Mr. O'Malley, who signed the so-called Hankow "Agreement" with Eugene Chen.]

WATCH YOUR WATER

Very drastic water rationing commences in the Island of Hong Kong to-day, except as regards the minority with meters.

In their own interests, all (and especially the meter-owners) should exercise the minutest care towards economy. This is undoubtedly the dry season. Normally the moderately heavy rains do not commence until the end of February or March.

Except for a few days at China New Year, when some of the Chinese hold their annual house-cleaning, there is unlikely to be a constant supply, or even a two-hours per day supply through house services. The rainfall this year is much below average. The quantity registered at the Royal Observatory Kowloon, up to 10 a.m. yesterday, was 70.32 inches against an average of 80.56 inches. In the whole of last year the rainfall was 107.88 inches. In 1926 it was 100.78 inches.

It is difficult to say what the population of the Island is. The last census was taken in 1921 since when there have been material changes. Whereas the Government estimated the population on December 31, 1927, of the whole Colony, to be 977,900, the Water Authority quotes the figures of 1,243,820, for the Island only, as on September 1, 1928. The probability is that the latter figure is below present actualities. Present restrictions are confined to the Island.

Ample supplies appear to have been laid up overnight by those who live in rider-main districts. Very few queues were noticed at street fountains this morning. If there were any, none was long, presumably, because the fountains can be turned on all day. Police on point duty were noticed at most of the fountains.

GERMAN ISSUE

\$10,000,000 OFFERED IN AMERICA

New York, Yesterday.

The National City Bank is offering \$10,000,000 twenty year bonds of the Ilseeder Steel Corporation, Germany, at a price yielding 6.4 per cent.—Reuter's American Service.

NEW C-IN-C

SIR A. R. MCHATFIELD FOR ATLANTIC FLEET

London, Yesterday.

The Admiralty announce that Vice-Admiral Sir A. E. M. Chatfield has been appointed to succeed Admiral Sir H. G. Brand as Commander-in-Chief of the Atlantic Fleet as from April 17, 1929.—Reuter.

NEW SENATOR

MR. HOUGHTON'S RESIGNATION ACCEPTED

New York, Yesterday.

Pres. Coolidge has accepted the resignation of Mr. Houghton, the United States Ambassador to London, who was recently nominated Republican Senator of New York State.—Reuter's American Service.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 2/0 6/16.

WHAT MANCHESTER THINKS.....

QUICK DECISION

TO ERECT A MUNICIPAL AERO- DROME NEAR CITY

FOLLOWS APPEAL

London, Yesterday.

The Manchester Corporation to-day sanctioned the erection of a municipal aerodrome at Chatmoss, near the city. It was only yesterday that the Air Ministry issued a circular letter to the big towns in the provinces inviting them to consider the advisability of establishing municipal aerodromes with a view to assisting the development of civil aviation.—Reuter.

STEEL WORKERS

220,000 IN WEST GERMANY TO BE LOCKED OUT

WAGES DISPUTE

Berlin, Yesterday.

220,000 West German iron and steel workers will be locked out from to-morrow, following the refusal of the employers to accept the arbitrators' award granting a wage increase ranging from two to six pfennigs an hour.

With the refusal of the iron and steel "barons" to accept the arbitration award mentioned earlier Germany is involved in a gigantic labour war the consequences of which cannot yet be foreseen. The industrialists are resolved to close down the factories rather than pay the increased wages, which they declare would make it impossible to compete in the world's markets. A lockout, is illegal employment can be used by the trades unions for compensation for wages lost by members, but it is expected that the lockout will be of short duration, as the Government will certainly intervene, will persuade the parties to end the struggle.—Reuter.

FOR ALL TIME

PRESERVATION OF HUMAN BODIES IN SIBERIA

Moscow, Yesterday.

The Far Eastern Geophysical Observatory has worked out a plan for the erection, somewhere in Siberia, of an enormous refrigerator and museum, in which the bodies of men women of all races, with utensils and samples of food products, and those of animals, will be eternally preserved.

The preliminary estimate of the cost is ten million roubles.

It is intended ultimately to appeal for subscriptions to scientific organisations throughout the world. The Government Hydrographic Department is organising an expedition to Cape Desre, Nova-Zembyla.

WITHOUT A PERMIT

EUROPEAN CAPTAIN FINED \$200 TO-DAY

"PERISHABLE GOODS"

Captain A. F. Summerfield, master of the s.s. "Kwetchow" was summoned before Commr. J. B. Newell, D.S.O., R.N., at the Marine Court this morning, for allowing cargo on board the vessel to be discharged on Sunday, Oct. 28, without a Sunday Working Permit. The defendant pleaded "not guilty."

Lance Sergt. F. S. Elliott, prosecuting, stated that at 8.20 a.m. on Oct. 28, he was on duty in a police launch. On approaching the s.s. "Kwetchow" he saw onions and potatoes being discharged from the vessel.

Witnesses then went on board together with another police officer. The complainor, on being asked if they had a Sunday Working Permit, replied that they did not need one as they were only discharging perishable goods.

Mr. M. M. Watson, who appeared for the defence, admitted that they had been discharging cargo. He maintained that they were discharging only perishable goods and nothing else. The Magistrate imposed a fine of \$200.

HONGHAI PIRATES FEAR REDS!

ASKED PROTECTION

RAIDS BY COMMUNISTS WHO ARE COLD & HUNGRY

LURE OF ILL-GOTTEN GAINS

Honghai Bay, about 70 miles

north-east of Hong Kong, which came into prominence because pirates of the British ships "Tea" and "Anking" took their "prizes" there, has come into prominence again.

The inhabitants of one or two villages who are clamouring, and very likely associates, of pirates, in conjunction with other neighbouring people, have had to petition the local district authorities for protection from the remnants of the Communist horde which set up a Soviet government at Swabue for six months!

Bands of Red guerrillas, in hiding on the adjoining hills, circled nearby communities to the effect that their being cut off from intercourse had caused their supply of food to run out. Furthermore, they were cold and lacked winter clothing. Accordingly, all and sundry, including the pirates who got rich in the two ventures referred to, were told to contribute under pain of divers threats.

Red Leader Captured

Apparently the villagers refused to comply. So the Reds made several sorties, one of which was on a village where several men accumulated wealth during the last few months, probably by acting as receivers of piloted property.

At any rate, the authority in Honghai district (the coast of which is on Honghai Bay) had to send out several expeditions. These met with partial success. A number of Reds were captured, some were shot down, and a leader was carried in triumph to Honghai city.

FRENCH BUDGET

"CHURCH AND STATE" AS SUBJECTS OF DISPUTE

SEQUEL TO PONS AFFAIR

Paris, Yesterday.

There are indications that the relations of church and state will be subject to lively dispute inside the Coalition Cabinet in connection with two clauses in the budget. Article 70 provides for the restoration to the church of confiscated property which has not yet been distributed, and Article 71 provides for the re-establishment of missionary communities in France.

Mission Property

After the Cabinet meeting this afternoon an agreement in principle was reached on the vexed question of Articles 70 and 71 in the Budget. The solution found consists of a compromise, the main feature being an amendment to Article 71. Missionary bodies will benefit by the recovery of certain property and rights in France.

It is officially indicated that only bodies specifically designated by the Government will be allowed the benefit by the new law subject to the approval of Parliament.

It is stated that in any case at present not more than nine missionary congregations are likely to be affected and Jesuits are definitely ruled out.

It seems that missionary bodies will be forbidden to establish their headquarters in France.—Reuter.

THE LEAGUE

THE FAR EAST AND HEALTH WORK

Singapore, Yesterday.

Colonel Graham, Public Health Commissioner for India, in an interview by a Reuter representative, reviewed the work of the session of the League's Health Committee from the view point of interest in the Far East.

He said that the work of the Singapore Bureau was proceeding satisfactorily and would doubtless prove of value to the Far East as the results of medical research in the tropics, specially of plague, will be discussed at the meeting in February at Singapore.—Reuter.

BRITAIN & JAPAN DO NOT AGREE

CHINA SALT LOANS

DIVERGENCE OF VIEW CAUSES WITHDRAWAL

FRANCE HOLDS THE BALANCE

Shanghai, Yesterday.

A Japanese semi-official report from Peking states that owing to the hopeless divergence of British and French opinion against Japan in connection with the Chinese National Government's new Salt Gabelle regulations, it is understood that the Japanese Charge d'Affaires in Peking has informed Sir Miles Lampson (the British Minister) and the French Charge d'Affaires that he is reluctantly compelled to withdraw from the present joint negotiations and Japan will henceforth act by herself in this connection. "Proposal Rejected."

It is alleged that Britain and France having rejected Japan's proposal to hold a conference to devise an adequate scheme in substitution of the enforcement of the new regulations will severely affect the loan of June, 1929, which is secured on the Salt Gabelle.—Reuter.

Chinese Take Charge

Peking, To-day.

It is understood from very reliable quarters that the terms of the Salt settlement include retention of the services of Mr. F. Hussey-Freke (an associate Chief Inspector of the Chinese Government Salt Revenue Department). Other information gleaned is as follows:—

The Chinese Government assumes full responsibility for the service of loans secured on the Salt revenue.

Although there will be radical alterations in the organisation of the Salt Gabelle District Inspectors will remain. These District Inspectors will pay revenue into a bank nominated by the Minister of Finance in the National Government who, in turn, will pay a monthly sum, sufficient to cover the loan service, into a bank also nominated by him.

The funds will then be drawable for loans upon the signature of the Chinese Chief Inspector and the (foreign) Associate Chief Inspector.—Reuter.

Not Unexpected

That differences between Japan, on the one hand, and Britain and France on the other were not altogether unexpected is indicated by the following telegram which came in before the foregoing.

Peking, Yesterday.

The "North China Standard," commenting on the reported Salt settlement, believes the arrangement is along the lines recently proposed whereby \$10,000,000 paid into the Finance Ministry by the provinces will be remitted to the Salt Gabelle for payment of bonds directly secured on Salt revenue.

Japan's Stand

"Inasmuch as the Japanese Government has a claim to the surplus of all collections from the Salt revenues, and as Mr. Hussey-Freke does not make provision for any surplus in his agreement with Nanking," says the "Standard," "it is believed Japan will withdraw all support from him and decline to countenance any arrangement entered into by Britain and France." The Japanese are understood to have opposed the new agreement, which is entirely without legal status. A surplus by the alleged new plan does not exist, hence there will be no payment of interest on the sinking fund for the \$96,000,000 loan, in which Japan is concerned. Mr. Hussey-Freke's position therefore is regarded as extremely precarious.—Reuter.

BANKER INJURED

Philadelphia, Yesterday.

An octogenarian banker, Edward T.

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BANKING CORPORATION.

Authorized Capital \$50,000,000
 Paid-up and Fully Paid-up \$25,000,000
 Reserve Funds \$25,000,000
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 A. C. HYATT, Esq., Manager.
 Hong Kong, 14th September, 1928.

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Hankow, Shanghai, etc.

Hankow, Singapore, etc.

Hankow, Siam, etc.

Hankow, Tientsin, etc.

Hankow, Yokohama, etc.

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Hankow, Peking, Tientsin, etc.

COMMERCE
AND
FINANCE.

GERMAN IRON

EXPERIMENTS IN THE INDUSTRY

SATISFACTORY RESULTS

For years past experiments have been conducted with the object of superseding relatively the un-economic blast furnace process and the subsequent production of steel.

Those conducted at Hornsey, England, and by the American Bureau of Mines with firing by pulverised coal are said to have been unsuccessful.

Wiberg, a Swede, and Edwin, a Norwegian, have also conducted experiments independently of each other, and as the Edwin process seemed to promise well, it was acquired by Norsk Staal Works, at Trondheim, where laboratory and other experiments have been carried out since the year 1920.

The results seemed so satisfactory that the German Steel Trust and the Krupp firm came to an arrangement with the Norsk Staal Works, by virtue of which further experiments should be conducted on a larger scale in the works to be erected for this special purpose in Bochum.

By this process iron is obtained directly from ore, whereas English and Americans endeavoured to obtain it indirectly. Ore is broken into small pieces which are placed in an oven through which passes gas heated almost instantaneously by electric current to 900 degrees.

Celsius product is so-called raw schwamm.

It has been proved that fine steel can be produced from this iron schwamm of quality equal to that obtained from high quality scrap-iron. As first-class scrap is more and more difficult to obtain, the value of the process, from this standpoint alone is obvious. Moreover, coke oven gas is plentiful enough in Bochum.

Another advantage is that iron schwamm containing 35 per cent of metallic iron can be obtained by the Edwin process from ore that has hitherto not been considered to be worth using, and moreover iron schwamm resulting from the process is of great purity and ideal raw material for fine steel.

New Works

The Eken Schwamm Company was established with a purely nominal capital of \$5,000, and possesses at present a simple licence to experiment with the process in works now being specially built at Mochum and an option for a general licence for the whole of Germany.

New works at Bochum will probably be a year in building, and it is anticipated that at least another year must be devoted to experiments and trials before a final decision is taken though it is obvious that German ironmasters are very confident.

The United Steel Works Company announces that its Nordstern Central Cokeries at Gelsenkirchen will, when in working order, be the most modern plant with the largest coke-ovens in the world. It claims that its battery of 42 coke-ovens with extensive by-products plant for production of tar, benzol and ammonia represent an important progress in the exploitation of coal.

Hitherto the utmost capacity of the coke-ovens has been the production of 15 tons of coke per day each oven. The new plant will produce twice as much. The plant is, of course, automated with the most modern technical achievements, and the United Steel Works announces that it is already busy with a project to enlarge it to four times its present extent. When this plan is executed, the whole plant will be able to produce daily 5,200 tons of coke 60 tons benzol, 30 tons ammonia and 240 tons tar.

"CHINA" LADIES' HAIR DRESSING SALOON.

Head Office: 25, Voerue Road Central. Tel. C. 8234.

First Branch: No. 5, D'Almeida Street. (For Ladies only) (Telephone No. C. 6234)

Second Branch: No. 22, Queen's Road Central. (For Ladies & Gents.) (Near Ground floor of Kowloon Building)

Your visit is cordially welcomed when you will see that our trained female hair dressers give you every satisfaction.

Business Hours: 8 a.m. to 10 p.m. on weekdays. 12 noon to 6 p.m. on Sundays.

SHOU J. CHEN, Manager.

THE BANK OF CANTON, LTD.

Established 1912.

Head Office: Hong Kong.

Authorized Capital (S.K. Currency) - \$10,000,000

Paid-up Capital \$5,000,000

Reserve Fund \$5,000,000

BRANCHES:

Canton, Shanghai, Hankow, etc.

Canton, Shanghai, Hankow, etc.

Canton, Shanghai, Hankow, etc.

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Canton, Shanghai, Hankow, etc.

UTRECHT FAIR

INCREASED ENTRIES FOR DUTCH EVENT

COLONIAL SECTION

The 19th Dutch Industries Fair was held at Utrecht from September 4-13. The number of participants had again increased and would have been greater if not want of space had made it necessary to refuse a number of firms.

As early as three months before the opening of the Fair the exhibition-space in the Building was let and firms that applied after that time, had to be accommodated in the wooden pavilions and show-rooms elsewhere in the exhibition grounds.

The necessity of early application for participating in future fairs cannot be sufficiently pointed out, which especially applies to foreign firms who as a rule wait too long in making their applications.

By forfeiting their chance of occupying a space in the Industries Fair building. An important group was formed by the section: Dairy Utensils and Machinery for Dairy Industry, which section exhibited the latest novelties in this branch.

To a country like Holland, where Dairy produce takes such a prominent place in economical life, this group is of great importance and the frequent visits of directors and managers of dairy farms, prove that this section comprises machinery of the highest standard.

The Colonial Section again aroused a great deal of interest, especially the exhibits relating to the wireless and telephone connection with the Dutch East Indies.

The number of participants was as follows:—Holland 639, Germany 85, France 43, Austria 30, England 23, Belgium 22, United States of America 22, Other Countries 17.

The number of visitors is estimated at about 60,000. The next Fair will be held at Utrecht on February 19-26, 1929.

K.M.A. OUTPUT

The total output of the Administration's mines for the week ended Oct. 13 amounted to 57,681 tons, and the sales during the period to 75,515 tons.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—

Bank, wire 2/- 3/4

Bank, on demand 2/- 5/16

Bank, 30 days' sight 2/- 5/16

Bank, 4 months' sight 2/- 5/16

Credits, 4 months' sight 2/1 3/4

Documentary 4 months' sight 2/1 3/4

On Paris—

On demand 125 1/2

Credits, 4 months' sight 132 1/2

On Berlin—

On demand 104 1/4

Gold Leaf, 100 (per unit) 9.55

Sovereigns (Bank's buying rate) 25 1/4

Silver (per oz.) 4% prem.

Chinese Copper Cash 6% prem.

Chinese Copper Cents 7% p.a.

Hong Kong Sub. Coin Par.

Chinese Sub. Coin 31 1/2% dis.

LONDON EXCHANGES.

London, Yesterday.

Paris 124.15

New York 4.84 1/2

Brussels 84.83

Geneva 25.

3A, Wyndham Street.

DODWELL & COMPANY, LTD.
FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO
FOR BRINDISI, VENICE AND TRIPOLI (FIUME).
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES.
BRINDISI, VENICE & TRIESTE £72.10.0
LONDON £30.0.0

NEXT SAILINGS.
OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.
M.V. "ESQUILINO" Sails on/about 8th November.
M.V. ROMOLO Sails on/about 6th December.
S.S. "VENEZIA" Sails on/about 3rd January.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.
M.V. "VIMINALE" Sails on/about 18th November.
M.V. "ESQUILINO" Sails on/about 11th December.
M.V. "ROMOLO" Sails on/about 8th January.

NATAL LINE OF STEAMERS
FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.
S.S. "UMZUMBI" Sails from Calcutta on 20th Nov.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
£120, £112, £110, £102, £93, via San Francisco.
£340, £320, via Japan and Seattle.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
KOREA MARU Tuesday, 13th November.
SHINYO MARU Tuesday, 27th November.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
HAKUSAN MARU Sunday, 4th Nov. at daylight.
HARUNA MARU Saturday, 17th November.
SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU (Calls Zamboanga) Wednesday, 21st November.
TANGO MARU Wednesday, 19th December.
BOMBAY via Singapore, Penang, & Colombo.
TAMBA MARU Sunday, 11th November.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
RAKUYO MARU Monday, 12th November.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU Saturday, 10th November.
NEW YORK AND BOSTON via PANAMA.
*LISBON MARU Tuesday, 6th November.
*TSUYAMA MARU Monday, 28th November.
LIVERPOOL via Port Said, Geneva, Marseilles.
*TOYOOKA MARU Wednesday, 21st November.
CALCUTTA via Singapore, Penang & Rangoon.
*MALACCA MARU Thursday, 8th November.
*PENANG MARU Monday, 19th November.
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU Friday, 16th November.
SHANGHAI, KOBE & YOKOHAMA.
*MORIOKA MARU (Moji direct) Thursday, 8th November.
KATORI MARU Monday, 12th November.
KAMAKURA MARU (Kobe direct) Monday, 19th November.

Subject to alteration without notice.
For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.
AMUR MARU Saturday, 10th November.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
SANTOS MARU Friday, 23rd November.
BOMBAY—Via Singapore & Colombo.
HONOLULU MARU Wednesday, 3rd November.
SUMATRA MARU (Calls at Penang) Monday, 19th November.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—Via Singapore and Colombo.
PANAMA MARU Thursday, 1st November.
CALCUTTA—Via Singapore, Penang and Rangoon.
KASADO MARU Sunday, 25th November.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
Japan ports.
PARIS MARU (From Shanghai) Monday, 5th November.
MELBOURNE—Via Manila, Brisbane & Sydney.
HIMALAYA MARU Thursday, 8th November.
BANGKOK—Via Saigon.
TAIKWA MARU Friday, 9th November.
HAIPHONG—Via Hothow & Pakhoi.
MENADO MARU Thursday, 22nd November 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
HAGUO MARU Middle of November.
JAPAN PORTS.
ALTAI MARU Sunday, 18th November.
TACOMA MARU Saturday, 24th November.
SANUKI MARU Tuesday, 27th November.
KEELUNG—Via SWATOW & AMOY.
HOKAN MARU Sunday, 4th November 10 a.m.
TAKAO—Via SWATOW & AMOY.
DELI MARU Thursday, 1st November 10 a.m.
TAKAO & KEELUNG.
SANUKI MARU Tuesday, 27th November.
For further particulars please apply to—OSAKA SHOSEN KAISHA.
Tel. Central No. 4984, 4985, 4986. M. TAKEUCHI, Manager.

SHIPPING SECTION.

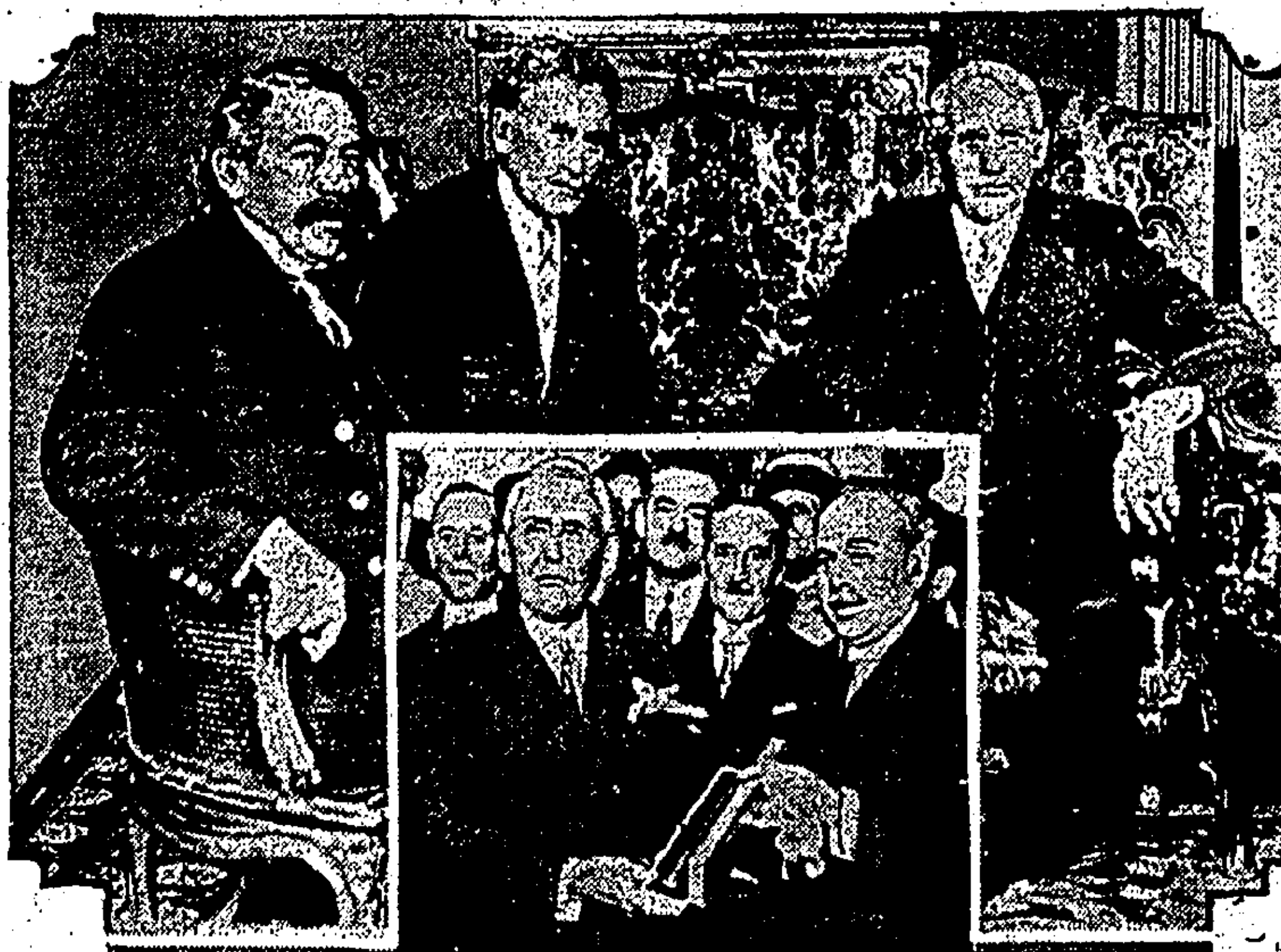
NORWEGIAN SHIPS
REDUCTION OF WORKING COSTS
TIMBER CARGOES

The timber cargo group of the Shipowners' Association of Norway has just issued its report for the year ended June 30 last, showing a membership of 122 owners, representing 380 ships of a total capacity of 340,000 standards, or the equivalent of about 1,000,000 deadweight ton. The report states that the question of organised action to obtain remunerative freights cannot be solved immediately. It is obvious that in the first place Norwegian shipowners must endeavour to bring down the working expenses into such a relation to the freight market that they can compete with the ships of other nations. The transition to the gold currency has rendered, this difficult. The

LOCAL SHIPPING
TO-DAY'S ARRIVALS AND DEPARTURES

Kingyuan (1,546) British, from Bangkok, Holhow—B. & S.—1,768 tons general cargo for Hong Kong, 39 passengers.
Yunnan (1,206) British, from Canton—B. & S.—950 tons general cargo (through).
Shantung (1,658) British, from Shanghai, Swatow—B. & S.—144 passengers, 500 tons general cargo for Hong Kong, 1,050 tons (through).
Lyeemoo (1,738) British, from Saigon—We Fat Sing—682 passengers.
Chipshing (1,199) British, from Tangku, Wei-hai-wei—J. M. & Co.—5 passengers, 1,868 tons general cargo for Hong Kong, 779 tons (through).
Yuen Sang (1,983) British, from Calcutta, Singapore—J. M. & Co.—970 tons general cargo for Hong Kong, 2,044 tons (through), 427 passengers.
Lina (1,356) British, from Canton—B. & S.—38 passengers.

Signing the Peace Pact.



L. to r., M. Briand, the French Foreign Minister; the U.S. Ambassador, Mr. Myron T. Herrick, and the Secretary of State, Mr. Frank B. Kellogg, as they appeared after signing the Peace Pact. Inset is M. Meyer, Mayor of Havre, presenting Mr. Kellogg with a gold pen with which to sign.

directors of the group have, therefore, under consideration the problem as to what should be done to reduce, for instance, the insurance expenses.

A series of sales of Norwegian ships to other countries, the report says, shows that the position is extremely difficult, especially for the smaller vessels. It would be regrettable if a large number of these ships should have to be disposed of to other nations, as the smaller ships at all times have been the backbone of Norwegian shipping activity and in this connection it is mentioned that such vessels, representing about 100,000 deadweight tons, were thus disposed of in the first half of 1922. This question is now being investigated by a committee appointed by the Board of Commerce, and the hope is expressed that the committee will be able to point out concessions in a series of regulations on the part of the authorities which may lead to a considerable reduction in working expenses.

Influence of Strike

According to information obtained, chartering from the White Sea in 1922 totalled 358,320 standards. The first place in this trade was occupied by Norway, which is credited with 234,755 standards, or 65.5 per cent. of the total chartering. Sweden comes second with 12.3 per cent., Germany third with 10.3 per cent., and Denmark fourth with 6.9 per cent., while Great Britain is given the eighth place with 1,025 standards, or only 0.3 per cent. of the total. In 1922-23 it is stated that Norway's percentage was as high as 80 per cent.; in 1924 it declined to 75 per cent., and to 66 per cent. in 1925, while in 1926 it was 66 per cent. All these figures apply to the White Sea timber traffic. In the case of the Baltic timber trade it is stated that Norway's share in 1918 amounted to 13.3 per cent. in 1920, and 6.7 per cent. in 1925.

During the present year the report states that the freight market in the Baltic has been largely under the influence of the strike conditions in Finland. The low freights entered into before the strike broke out have brought about dismal results for the shipowners concerned. Good work has been carried out during the duration of the strike, but the loading condition have been unsatisfactory in many ports.

590 tons (through).
Kueichow (1,220) British, from Canton—B. & S.—9 passengers, 33 tons general cargo (through).
Takliwa (3,742) British, from Osaka, Moji—M. M. Co.—324 tons general cargo for Hong Kong, 1,275 tons (through), 8 passengers.

Wai Shing (1,169) British, from Newchwang, Swatow—J. M. & Co.

Limchow (1,416) French, from Canton—Sing Kee—300 tons general cargo (through) 85 passengers.

Bourbon (997) French, from Saigon—Hoi Yung Co.—9 passengers, 1,600 tons general cargo (through).

Panama Maru (3,566) Japanese, from Yokohama, Moji—O. S. K.—14 passengers, 322 tons general cargo for Hong Kong, 1,977 tons (through).

Nagano Maru (2,307) Japanese, from Yokohama, Moji—N. Y. K.—467 tons general cargo for Hong Kong, 2,985 tons (through).

Tak Hing (101) Chinese, from Macao—Hoo Hing Co.—90 tons general cargo for Hong Kong.

Hsien Foo Seng (991) Chinese, from Saigon—Yuen Sing Fat—1,700 tons rice for Hong Kong, 2 passengers.

Chung Hing (249) Chinese, from Macao—Hong On Co.

Tak Hing (105) Chinese, from Autow—Fook Hoi Co.—8 tons general cargo for Hong Kong, 58 passengers.

Departures
For Miri—Wabasha.
For Singapore—Hong Kong, Glenapp, Nagaro Maru, Nam Sang.

For Canton—Hang Sang, Shantung.

For Macao—Tak Hing.
For Swatow—Gremier.
For Shanghai—Yunnan.
For Whampoa—Apoy.
For K. C. Wan—Teon, Tai Po.

Sek.
For Sandakan—Hin Sang.
For Mumuk—Tjisaraea.

Arrival Departures In Port.
British 10 9 25
American 0 0 1
Dutch 0 2 2
Norwegian 0 2 4
Japanese 2 1 5
Chinese 4 2 18
French 2 1 3
German 1 1 1
Portuguese 0 0 2

MOVEMENTS OF STEAMERS

The B. I. s.s. "Tilawa" left Singapore for this port on October 27 p.m., and is due here tomorrow morning.

The E. & A. Company's s.s. "Arafura" left Moji for this port on Oct. 29 at p.m., and is due here tomorrow at about p.m.

The P. & O. s.s. "Kashmir" left Singapore for this port on October 29 at 6 a.m., and is due here tomorrow at about 5 p.m.

The C.P.S. R.M.S. "Empress of Asia" arrived at Manila to-day at 7 a.m. leaves Manila to-morrow at 4 p.m., and is due at Hong Kong on November 4 at 7 a.m.

The Ben Line s.s. "Benvorlich" from Middlesbro', Antwerp, London, Straits and Philippines, is due to arrive here on November 5.

The M.V. "Esquiline" (D. & Co.) sailed from Penang on Oct. 29, and is expected here on Nov. 5.

The M.V. "Delhi" (Swedish East Asiatic Co., Ltd.) left Antwerp on Oct. 7, and is due here on or about Nov. 11.

CONSIGNEES' NOTICE

Consignees of Cargo ex s.s. "Bennevis" are reminded to take delivery of their goods which will be subject to rent after Nov. 3.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPRESS OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPRESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPRESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPRESS OF RUSSIA	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPRESS OF ASIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPRESS OF FRANCE	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPRESS OF RUSSIA	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPRESS OF ASIA	May 1	May 4	May 7	May 9	May 18
EMPRESS OF RUSSIA	May 15	May 18	May 21	May 23	June 1
EMPRESS OF FRANCE	June 5	June 8	June 11	June 13	June 22

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai) Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG—MANILA SERVICE.
Leave Arrive Leave Arrive
Hong Kong Manila Hong Kong Manila
Nov. 20 Nov. 22 EMPRESS OF CANADA Nov. 23 Nov. 25
Dec. 21 Dec. 23 EMPRESS OF ASIA Dec. 24 Dec. 26

CANADIAN PACIFIC EXPRESS
TRAVELLERS' CHECKS
PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.
Passenger Department: Tel. C.752 Cables: "GACANPAC."
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

BRITISH WUCHOW LINE

NOVEMBER SAILINGS.
DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 2.00 p.m.
S.S. "TAI HING"
[1,068 tons—Capt. O. B. Wilks.]
NOVEMBER.
SUN. 4th MON. 19th
FRI. 9th SUN. 25th
WED. 14th FRI. 30th

When they pass the Shluhing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days' round trip and see for yourself. It costs you only \$40.

S.S. "TAI MING"
[849 tons—Capt. G. J. Spink.]
NOVEMBER.
FRI. 2nd SAT. 17th
TUES. 6th THURS. 22nd
MON. 12th TUES. 27th
For information apply to
KWONG WING Co., Ltd.
87, Connaught Road West,
Phone: Central 899.

American Express Travellers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and \$5 and \$10 denominations—bound in a small handy wallet—and cost only 1/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and itineraries; or plan your cruise or tour through

THE AMERICAN EXPRESS CO., INC.
4, DES VORIEUX ROAD CENTRAL,
Hong Kong.

BANK LINE LTD.

AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE
S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg 14th November.
S.S. "CITY OF MOBILE" ... London, Rotterdam & Hamburg 9th December.
S.S. "CITY OF LAHORE" ... London, Rotterdam & Hamburg 8th January.
* Passenger Steamer—Fares to London—1st Class £80, 2nd Class £55.

BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE
S.S. "CITY OF PERTH" via Suez Canal 27th November.
S.S. "CITY OF CHESTER" via Suez Canal 27th December.

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE
S.S. "CEDARBANK" 25th November.
S.S. "FORREBANK" 6th January.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
S.S. "TINHOU" 1st December

Leading for Mauritius, Beaufort, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mombasa, Zanzibar, Cape Town.
Through Bills of Lading issued to Beira, Quilimane, Illovo, Port Amelia, Mozambique, China, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Ladetia, Bay, Walvis Bay, and Madagascari.

For freight or passage on any of the above lines apply to—
THE BANK LINE, LTD.
Telephone Central 4771.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

TRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MACEDONIA	11,120	10th Nov.	Bombay, Marseilles & London.
TRIDDERP	5,334	13th Nov.	Straits, Bombay & Karachi.
KHYBER	9,114	24th Nov.	Marseilles, London & Hull.
KARMALA	9,128	1st Dec.	Marseilles & London.
JEYPORE	5,918	6th Dec.	Marseilles, London, Hull, Antwerp, Rotterdam & Hamburg

†Cargo only.

*Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKLIWA	7,936	3rd Nov.	Singapore, Penang & Calcutta.
THAWA	10,000	28th Nov.	Singapore, Penang & Calcutta.
TAKADA	6,949	10th Dec.	Singapore, Penang & Calcutta.

B.I. Apar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ARAFURA	6,000	5th Nov.	Manila, Sandakan, Thursday Island,
TANDA	6,950	30th Nov.	Townsville, Brisbane, Sydney &
ST. ALBANS	4,500	28th Dec.	Melbourne.
ARAFURA	6,000	1st Feb.	
TANDA	6,950	1st Mar.	

* Calls at Port Holland.

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Australia.
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Zealand, Vancouver, San Francisco, etc.
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The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KASHMIR	8,985	4th Nov.	Shanghai, Kobe & Yokohama.
TILAWA	10,000	4th Nov.	Amoy, Shanghai, Kobe & Osaka.
TANDA	6,950	6th Nov.	Moji, Kobe, Osaka & Yokohama.
MAIWA	10,980	9th Nov.	Shanghai, Moji, Kobe & Yokohama.
TREVELLARD	10,980	14th Nov.	Moji, Kobe & Osaka.
TAKADA	6,949	19th Nov.	Amoy, Moji, Kobe & Osaka.

†Cargo only.

All dates are approximate and subject to alteration without notice.

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S.S. PYRRHUS	17th November.
S.S. "CITY OF PERTH"	27th December.
S.S. "CITY OF CHESTER"	27th November.

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THE EAST ASIATIC CO., LTD.
COPENHAGEN.THE Motor Vessel
"MALAYA"

having arrived, Consignees of cargo
are hereby informed that all goods
are being landed and placed at their
risk into the hazardous and/or
extra-hazardous Godowns of The
Hongkong & Kowloon Wharf &
Godown Co., Ltd., where delivery
can be obtained as soon as the goods
are landed.

No claims will be admitted after
the goods have left the Godowns,
and all goods remaining undelivered
after the 5th November, 1928,
at 4 p.m. will be subject to rent.

All broken, chafed and damaged
goods are to be left in the Godown,
where they will be examined by
Messrs. Anderson & Ashes on the
3rd November, 1928, at 10 a.m.
All claims against the vessel
must be presented to the Under-
signed before the 5th November,
1928, or they will not be recognised.

No Fire Insurance will be counter-
signed by

JOHN MANNERS & CO., LTD.,
Agents,
Hong Kong, 29th Oct., 1928.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, MIDDLESBRO',
ANTWERP, LONDON AND
STRAITS.

THE Steamship
"BENNEVIS"

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the haz-
ardous and/or extra hazardous Go-
dows of The Hongkong and Kow-
loon Wharf and Godown Co., Ltd.,
whence, and/or from the wharves,
delivery may be obtained.

No claims will be admitted after
the goods have left the godowns,
and all goods remaining undelivered
after the 3rd November, 1928,
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 17th No-
vember, 1928, or they will not be
recognised.

All broken, chafed, and damaged
goods are to be left in the Go-
dows, where they will be examined
on the 2nd November, 1928, at 10
a.m., by Messrs. Goddard &
Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
GIBB, LIVINGSTON & CO., LTD.,
Agents,
Hong Kong, 27th Oct., 1928.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINES.

From EUROPE.

THE Steamship
"CITY OF MOBILE"

having arrived, Consignees of Cargo
by her are informed that all Goods
are being landed at their risk into
the hazardous and/or extra-haz-
ardous Godowns of Holt's Wharf,
whence Delivery may be obtained.
No Claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered
after the 5th November, 1928,
will be subject to rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before 12th November,
1928, or they will not be recogniz-
ed.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays or Fridays, between the
hours of 10.45 a.m. and Noon, with-
in the Free Storage period of One
Week.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

THE BANK LINE LTD.,
General Agents,
Hong Kong, 30th Oct., 1928.

Although he would not be known
personally to many in Shanghai
to-day, the older China hands, and
especially racing men, will be sorry
to learn of the death of Mr. Wil-
liam Meyerink, in his 62nd year,
says the "N. C. Daily News" in
the course of a long obituary
notice. Since retiring from
Shanghai, he had lived in a suburb
of Hamburg. He had been very ill
for several months past and his
death occurred on September 30.
His old partner, Mr. Max Tiefen-
bacher (father of Mr. Hans Tiefen-
bacher, the present head of
Meyerink & Co. in Shanghai) and
a large number of old associates in
China were present at the funeral.

Mr. Hsin Chao-chin, president of
the Shanghai Higher Provincial Court,
is visiting Shanghai and studying
the local judicial and prison
systems.

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Road, \$23.00

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Kowloon, \$19.00

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PASSENGER LISTS

ARRIVALS

Per s.s. "Kamo Maru" from
London on October 29:—
Mr. P. D. Anderson, Mr. D. G.
Bruce, Mr. H. O. Cochrane, Mrs.
H. O. Cochrane, Mr. P. V. Early,
Master J. L. Early, Mr. H. T.
Jensen, Mr. C. G. Larsen, Mr. O. J.
Littas, Mr. A. A. H. Young, Mr.
R. McKenzie, Mr. P. Starr.

DEPARTURES

Per s.s. "Tenyo Maru" for San
Francisco on October 30:—
Mr. H. Ellis, Mr. G. Horie, Mr. J.
B. Gubbay, Mr. Fred. B. Marshall,
Mr. F. Winkler, Mr. & Mrs. C. G.
Gadow, Mr. N. Yokosaki, Mr. B.
Matsunaga, Mr. & Mrs. R. Takada,
Mr. U. Sudzaki, Mr. G. Matsumoto,
Mr. M. Sasatani, Dr. K. Kishinouye,
Mr. K. Iwamoto, Mr. F. Starr, Mr.
T. O. Sjobom.

Per s.s. "Kamo Maru" for
Japan via Shanghai on October
30:—
Mr. and Mrs. T. Akamina,
Mr. K. Baga, Mr. W. B. B.
Curtis, Mr. R. Elder, Mr.
A. Egli, Mr. S. Eguchi, Mr.
and Mrs. A. A. Godfrey, Miss Y.
Godfrey, Mr. W. C. Henry, Mr. W.
Hisamatsu, Mr. K. Ikeda, Mr. K.
Ishashi, Mr. S. Imai, Mr. N.
Kataoka, Mr. S. Kita, Mr. K.
Kiriyama, Mr. T. Y. Yyle, Mr. J.
Miyata, Miss D. R. McClelland,
Mrs. S. Matsuda, Mr. & Mrs. I.
Morioka, Master E. Morioka, Mr.
S. Nakase, Mr. Y. Nishisaka, Mr.
T. Ono, Mr. S. Ohayagi, Mr. N.
Ohtani, Mr. R. Ponsonby-Fane, Mr.
T. Sotomi, Mr. K. Sotomi, Mr. E.
Sawa, Mr. W. Taylor, Miss V.
Titus, Mrs. M. Whitehead, Master
F. W. Whitehead, Miss W. E.
Whitehead, Mr. L. M. White, Mr.
S. Wada, Mr. K. Watanabe, Mr.
Y. Watanabe, Mr. K. Nakamoto.

Per s.s. "Empress of Asia" for
Manila on October 30:—
Mr. P. D. Anderson, Mr. M.
Adachi, Mr. and Mrs. W. H. Ander-
son, Mr. and Mrs. W. Anderson,
Mr. and Mrs. F. C. B. Belliss,
Miss A. Bueza, Mr. V. Bagaman,
Miss P. Baird, Mr. B. G. Butler,
Mr. N. Baldwin, Jr., Master R.
Baldwin, Miss A. G. Baldwin, Miss
A. Baldwin, Mr. and Mrs. N.
Baldwin, Master J. H. Baldwin, Mr.
B. Baldwin, Miss M. Baldwin, Mrs.
W. E. Clayton and infant, Mrs. A.
G. Davis, Mr. H. M. H. Eamall, Mr.
and Mrs. F. J. Elser, Mr. P.
Hashimatsu, Lt.-Col. G. G. Jolly,
Mrs. H. Kreutz, Master J. Kreutz,
Mr. and Mrs. W. G. Lane, Mr. R.
McGregor, Mr. R. McKenzie, Rev.
F. E. M. Martinez, Mr. T. Nakaoaka,
Mr. M. Ohsiro, Mr. T. Otsuka, Mr.
J. Ouellet, Lt.-Col. and Mrs. H. C.
Pillsbury, Mr. and Mrs. C. E. A.
Popp, Mr. M. A. de Perampas,
Mrs. H. S. dos Remedios, Miss C.
J. dos Remedios, Mr. J. Servas,
Mr. C. G. Simpson, Mrs. W. S.
Scott, Mr. W. Scheunig, Mr. L. J.
Sharp, Mr. and Mrs. H. G. Storer,
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Pres. Taft	Nov. 6 a.m.	Pres. McKinley	Nov. 18th
Pres. Jefferson	Nov. 20th	Pres. Grant	Nov. 27th
Pres. Lincoln	Dec. 4th	Pres. Cleveland	Dec. 11th
Pres. Madison	Dec. 18th	Pres. Pierce	Dec. 27th

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Pres. Garfield	Nov. 10th 8 a.m.	Pres. Wilson	Dec. 30th 8 a.m.
Pres. Harrison	Dec. 2nd 8 a.m.	Pres. Van Buren	Jan. 13th 8 a.m.

To Manila

Pres. McKinley	Nov. 6th 6 p.m.	Pres. Lincoln	Nov. 24th 6 p.m.
Pres. Jefferson	Nov. 10th 6 p.m.	Pres. Cleveland	Dec. 4th 6 p.m.
Pres. Grant	Nov. 20th 6 p.m.	Pres. Madison	Dec. 8th 6 p.m.

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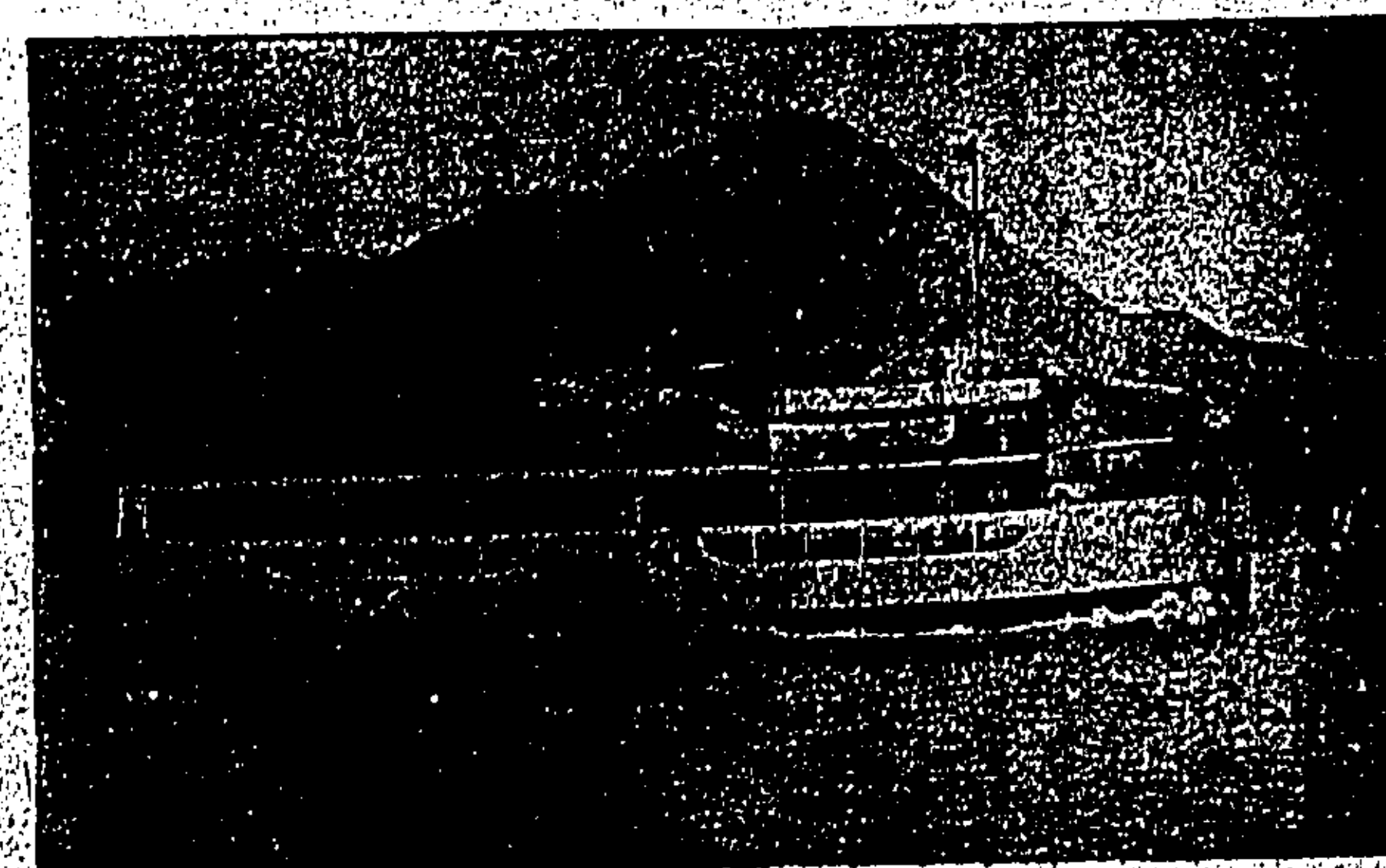
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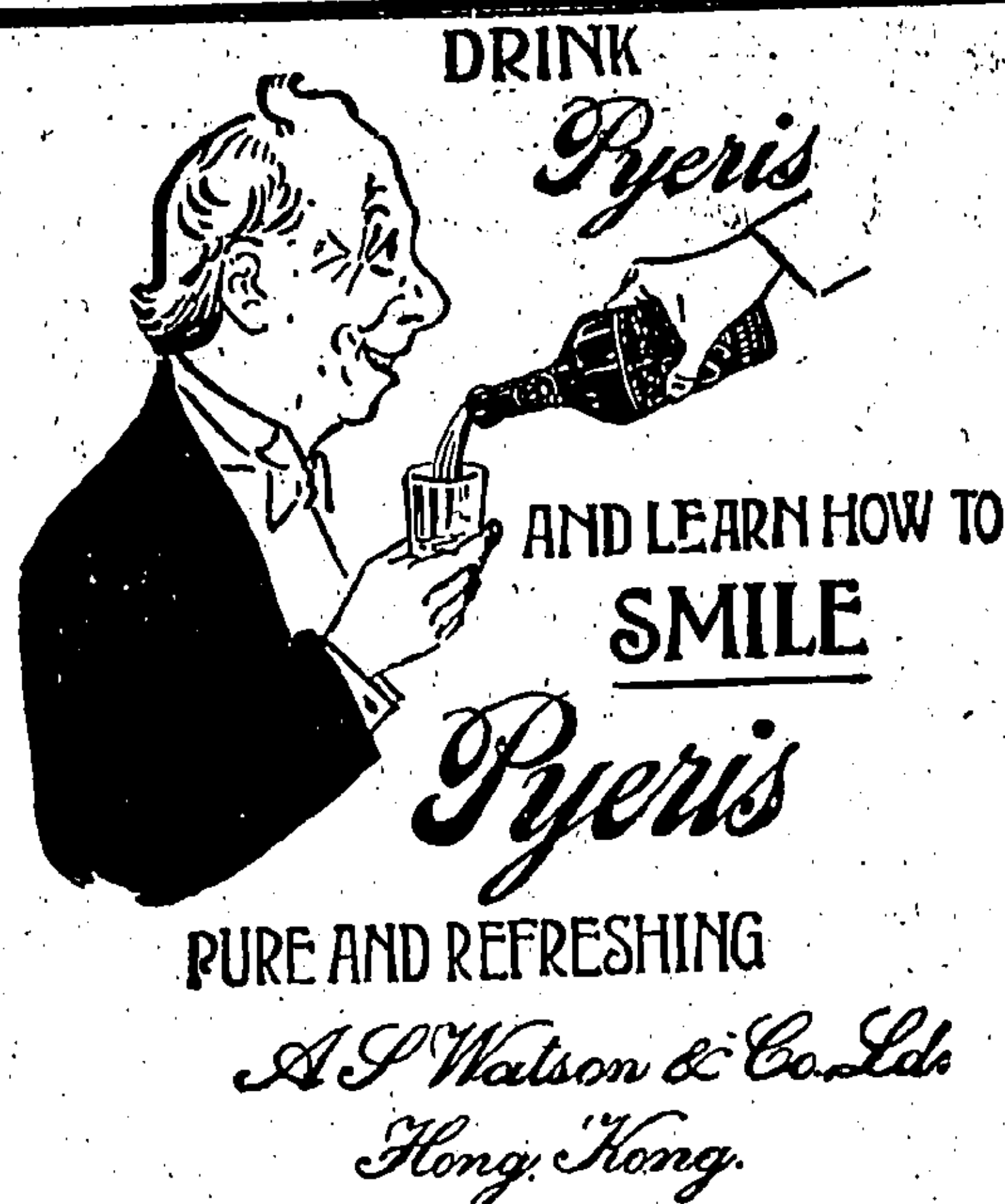
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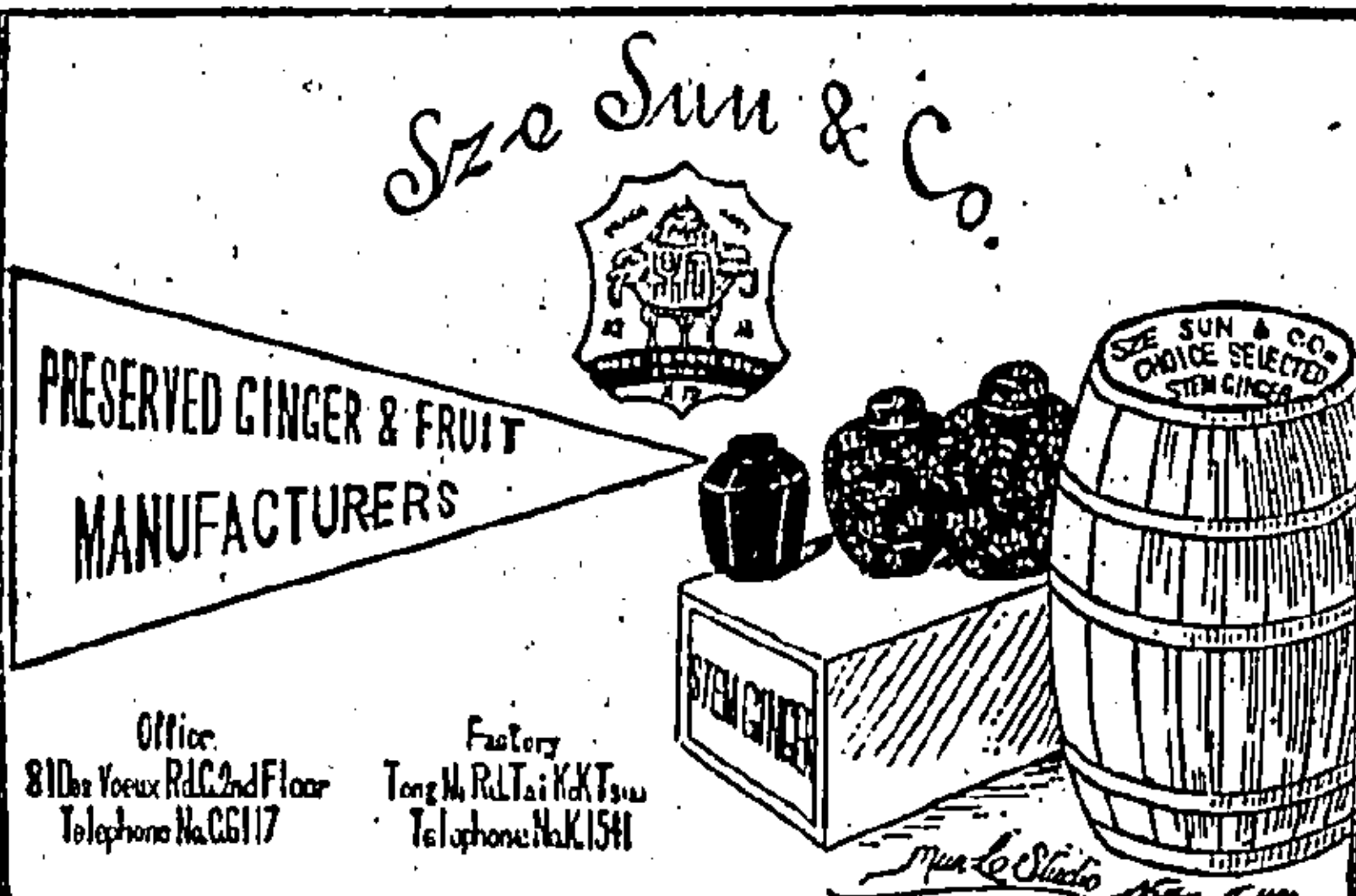
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MARRIAGES

SUTHERLAND-OSWALD.—On October 31 at the British Episcopal Church, Fochow (The Rt. Rev. The Bishop of Fochow officiating), and afterwards at H.B.M. Consulate, Robert Oakman, eldest son of Mr. and Mrs. R. Sutherland, Hong Kong, to Cynthia Nina Grattan Guinness, daughter of Mr. and Mrs. J. C. Oswald, Fochow.

HIND—HEYWORTH.—On October 25, 1928, at Trinity College Chapel and afterwards at H.B.M. Consulate, Fochow, Florence Winifred Heyworth, daughter of G. B. Heyworth, Esq. of West Derby, Liverpool, to Right Rev. John Hind, Bishop in Fuchien.

Hong Kong, Thursday, Nov. 1, 1928.

BAD DEBTS A COMMONPLACE

It is observed that at the annual general meeting of the Ex-Active Service Men's Association yesterday a member remarked that "bad debts seemed to be rather a commonplace in the Colony." The truth of this statement we all know, just as we all know that the evil must be borne, in some degree or other, while the chit system prevails. And not only does the above apply to transactions in clubs and similar institutions; it applies to every walk of business life. There is, for instance, a certain public utility company which exacts a deposit from every member of the public that desires to deal with it. Why? Simply because, in the words of an official of that public utility company, it has been so badly treated by consumers of its product who have sneaked off without paying their bills. Our informant went on to add that the greatest offenders in this respect had been very tem-

porary residents, but that is neither here nor there, and certainly is no excuse for the ordinary resident of the Colony failing to meet his obligations.

Any resurrection of the much-debated question of the evils attending the chit system must, necessarily, be accompanied with some sort of suggested remedy, and up to now no effective remedy has been found. The obvious way out is, of course, to ban the system entirely, but this is easier said than done. As for clubs and institutions, however, there seems no reason why they should not follow the example of Singapore, where a deposit is demanded against purchases and nothing more than the value of the deposit is allowed to be obtained. This, if nothing else, would be a better procedure than that adopted by the local club mentioned above, which has had to call upon its "honorary solicitors" to function as debt-collecting agents. But outside of clubs the attempted banishment of chits would prove very difficult, simply because the public generally has been educated to utilise chits and the "diehard" section, those who have been among us the longest, would resent having to pay for things at the time of purchase.

An admirable example of this attitude of mind came to light the other day. A gentleman, after a fairly lengthy period of service in Hong Kong in an official capacity, became due for home leave, and it was also announced at the time that he would not be returning to the Colony. In consequence a firm with whom he had had an account outstanding for a few months sent him a note asking for payment. The following day payment came—and with it a letter couched in most indignant terms. The gentleman pointed out that since he had been in the Far East—"and I have been here umpteen years..."—and so on—it had been his custom to pay all bills every three months; that he had no intention of changing his habit in this particular instance, and that he considered the demand for payment as something in the nature of a personal insult. These are not his exact words, but he put it as definitely and more strongly than we have put it. It would take a lot of courage and absolute co-operation between every section of the retail-selling community, therefore, to sound the death knell of the chit system, as the above illustration shows, so for the present, at any rate, bad debts will continue to be a commonplace in the Colony if, indeed, they do not develop into a habit.

Hallow'een

The Scottish Company of the Hong Kong Volunteer Defence Corps, in holding (as they did last night) a Hallow'een Dinner and Concert did something that at least must have brought happy recollections to everyone of their Scottish hearts. Hallow'een to every Scotman is a kind of sacred rite, even though it is associated with considerable boisterousness. It is a festival that has been observed by Scottish bairns from time immemorial and it is perhaps the one which they look back upon in later years with a wistfulness that no other memory can recall. In Scottish highland or lowland children have for generations observed "Hallow'een" with its fun and frolic for apples and nuts, and the many mild ordeals they had to take part in before the prize could be theirs, while the older members of the family guided the operations. Hallow'een is perhaps the most joyous of children's festivals in Scotland, and coming, as it has, down the centuries, there is a traditional charm about it that makes it beloved by Scottish folk in their early days and causes them to look back upon it with a wistful sigh.

A dinner and dance will be held at the Craigengower Club on November 3.

At about nine o'clock last night, two Chinese, one armed with a dagger, held up another Chinese on Cox's-road, Kowloon, near the K.C.C. The victim was robbed off \$9 in cash and a quantity of clothing.

The Hon. Mr. E. D. C. Wolfe, C.M.G., Police Captain Superintendent, is to open the new Club of the Chinese Company of the Police Reserve, at 17, Queen's-road Central, on Wednesday next. The opportunity will be taken to offer congratulations to Dr. S. W. Fao, Hon. Commissioner of the Police Reserve, on the honour recently conferred upon him.

"The Lady of Victories," the second of the wonderful technical colour pictures will also be shown from to-day to Saturday at the Queen's Theatre in conjunction with Richard Dix's latest film, "Knockout Reilly." It is a picturisation of the immortal love story of Napoleon and Josephine, transferred to the screen through the medium of full-colour photography.

A fine of \$10 was imposed on a Chinese who had been summoned by Sergeant Williamson, at the Kowloon Court to-day, for placing a quantity of fine crackers in a place other than what was stated in his licence. Sergeant Williamson said that 72 packets of crackers were placed on shelves, which separated the dwelling quarters from the shop.

The chairman of the local branch of the British Legion reports that the sum of \$375.00 has been received by the Honorary Treasurer of the British Legion in connection with the Douglas Haig Memorial Homes Appeal and a draft for £37 19s. 7d. has been sent to the London Headquarters. The committee desires to thank those who have so generously subscribed to this cause and a separate receipt has been sent to each donor.

CORRESPONDENCE

"CHRISTIAN SCIENCE."

(To the Editor of the "China Mail.")
Sir,—In your columns last night, there occurred a passage concerning Christian Science which, if not corrected, might cause some misunderstanding amongst your readers.

In the course of a humorous article, the writer says, "So far as no going to see a doctor's concerned, Mac would make a fine Christian Scientist, provided of course, he could tell the difference between the sects." Now Christian Scientists enjoy an amusing article as much as anybody, but they do not wish any wrong impressions to get abroad concerning their religion.

May I be permitted to state that all members of the Christian Science organisation, founded by Mrs. Eddy, rely solely on spiritual means, or the power of God for healing. The members of this Church, which is known as The Mother Church, The First Church of Christ, Scientist in Boston, Mass: U.S.A. do not solicit what is known as medical science, but find that Christian Science affords them complete salvation from sickness as well as sin. No one need be in any doubt as to what constitutes genuine Christian Science, for it is simply the reinstatement of primitive Christianity. Yours etc.,
W. H. Adler,
Christian Science Committee on Publication.

TO PARENTS

LETTER FROM THE D.B.S. HEAD

SCHOOL ACTIVITIES

Mr. W. T. Featherstone has addressed the following letter to parents and guardians of pupils attending the Diocesan Boys' School:—

In November the School will hold its annual examination, after which reports will be sent out and promotions made.

The boys have settled down well in the new buildings; we now have 102 boarders which is an increase of 37 compared with 1927, and 181 day boys. Twenty-three boys are taking the Hong Kong University matriculation examination and thirty-one boys are taking the Hong Kong University junior local examination. D. Anderson has been awarded the Hewitt Memorial Scholarship of the value of \$300.00 per annum for five years at the Hong Kong University.

In September we engaged three new assistant lady teachers, Miss M. Ball, Miss K. F. Heron, and Miss D. E. Heron. In November our senior assistant lady teacher, Miss E. Fiddes, will return from England. In September we divided Class 8 into two classes. Class 7 will be divided into two classes on December 3 when a new year's work begins. It is our intention to divide Classes 6, 5 and 4 as soon as our numbers justify such a step. We expect to divide Class 6 at Chinese New Year or earlier. New English teachers will be engaged. We are also increasing our Chinese staff.

Waiting For Money

In Classes 3, 4 and 5 we propose to begin teaching French in December; if this is appreciated we will teach it later in Classes 1 and 2, thus eventually giving a five years' course. In science our standard has been maintained; next year Class 5, as well as Classes 1 to 4 will do Science.

In English, mathematics and general subjects our usual high standards has been well maintained. Mr. F. Mason, A.R.C.O.; L.T.C.E., visits the School regularly for singing which is a valuable part of education in English, pronunciation, voice production, etc.

In games we now have volleyball and basketball courts, in addition to grounds for football, cricket, tennis and sports. We are engaging a drill sergeant to teach gymnastics and physical drill.

With regard to buildings we are putting a permanent roof on the north block which will be arranged as two dormitories for a hundred boarders with four masters' rooms adjoining. We are also rearranging our sanitary block and adding more baths, showers, basins, etc. This work will cost about \$26,000. Later we will spend a further sum of about \$20,000.00 on the centre and south blocks. The work can only proceed as money is donated.

60th Birthday

Next year we will celebrate our 60th birthday. We are availing ourselves of the opportunity of making appeals for funds for buildings, grounds and endowment. The following donations have already been promised:—
60th Birthday General Fund:—
Lee Thiam-seng (Formosa) \$1,000, Wee Tong-bo (Formosa) \$1,000, Sir Robert Ho Tung \$1,000, Anonymous \$1,000.
60 Birthday Scholars' Fund:—
Lee Ian-pit (Formosa) \$200, Lee Ian-to (Formosa) \$200, Wee Chai-eng (Formosa) \$200, Wee Chai-gee (Formosa) \$200.

In December we are going to issue a printed appeal. In the pamphlet which is being arranged there will be a brief history of the School, about twenty photographs of the old and the new school, the headmasters and several teams of boys, and a list of over 5,800 boys, with dates, who have been at the School since 1874. The registers, so far as we can trace, are complete from that date; we also have a small number of Scholars who attended the School before 1874.

Co-operation

On October 16 His Excellency the Officer Administering the Government, the Hon. Mr. W. T. Southern, C.M.G., and Mrs. Southern, paid a visit to the School. In speaking to the boys His Excellency said with regard to the approaching jubilee, "I understand that in a few months' (Continued at Foot of Next Column.)

COME AND SEE US IN OUR

NEW HOME

Just Across the Street
from Old Premises

LAZARUS

13, Queen's Rd., Cent.

P'RAPS P'RAPSNOT!

Visitor: "Why, what's the matter, Mrs. Smith?"
Wife of professional sword swallower: "Oh, I'm so worried. My husband's just been taken to hospital."

Visitor: "Good heavens! What's the matter with him?"
Wife of P.S.S.: "He's got a fish-bone in his throat."

Widow of a member of the R.P.A. just dead to a sympathising friend: "Yes! me 'usband was an amethyst—didn't believe in an 'even or an 'ell. Now 'e's all dressed up an' nowhere to go."

Two big country lads were conversing in the street, when the first exclaimed, "All the boys in our village touch their hats to my father."

"Why," asked the second lad. "Because he is the school-master," was the reply.

"Why, that is nothing. All the men take their hats off to my father," said the second lad with pride.

"And why is that?" asked the first lad.

"Oh, my father is a barber!"

"What's an empty title, pa?"

"An empty title is your mother's way of calling me the head of the house."

Boarder: "What's for breakfast? I hope it isn't ham and eggs again."

Maid: "No, sir, not ham and eggs this morning."

"Thank goodness! What is it?"

"Only ham!"

Tim: "Sarah Smith—you know 'er, Bill's missus—she throwed herself off the end of the wharf last night."

Tom: "Poor Sarah!"

Tim: "A cop fished 'er out again."

Tom: "Poor Bill!"

"Lie down, puss," said Sandy entering an Aberdeen tram-car the other day followed by a Pekinese, whose neck was encircled by a blue ribbon from which dangled a tiny bell.

"Fuss?" said a passenger.

"Why, surely that's a dog."

"Whist, mon," said Sandy, pointing to a notice on the window which read, "On and after August 1st dog travelling on these trams will be charged for."

A couple arrived one evening at a music-hall with a very young baby.

"I'm sorry," said the manager firmly, "but you can't take that baby into the hall."

"Why not, sir?" asked the astonished father.

"Well, it might cry and create a general disturbance."

"Oh lor, no, sir!" was the prompt reply. "Baby's used to going to entertainments, 'e is."

Why, 'e was as good as gold at his gran-pa's funeral yesterday."

Jones was fond of taking a rise out of the other fellows in the office, and always had some new "stunt" on.

He came in the other morning with an account of a big fire that had taken place in the neighbourhood.

"Did any of you fellows see it?" he asked of the throng who gathered round him to hear the news.

It appeared that nobody present had seen it, but several of them had read about it in the newspapers.

"It was some blaze," said Jones, when Brown, who saw that before long Jones would catch them if they were not careful, broke in: "Yes, there were several narrow escapes."

"Narrow escapes," said Jones, astonished. "I didn't see them. Where were they?"

"Oh, the firemen brought them," replied Brown coolly.

time your School will reach its 60th birthday. Now 60 years is a great age for a School in a Colony which has itself been in existence for less than 90 years; you have grown with the Colony to which you belong, and have moved out as the Colony itself is moving from its cramped surroundings of the Island to the open spaces of the Mainland; and I congratulate your Committee and its predecessors on the courage and foresight which inspired them to this move. You have here a fine site and fine buildings on it. Be worthy of them. We are very grateful for this message and for many other valuable points in His Excellency's speech. It is the full intention of the staff and scholars to aim at fulfilling the wish expressed in the above exhortation; and in doing this we ask for the generous co-operation of all parents and guardians.

KOWLOON SCHOOL

ANNUAL MEETING OF THE F. P. A.

THE REPORT

The annual general meeting of the Kowloon British School former Pupils' Association was held last evening at the Central British School, Kowloon, with Mr. G. F. Nightingale in the chair.

The Hon. Secretary presented the report of work during the past year as follows:—

This report covers the period from December 31, 1927, to August 31, 1928, and as will be seen from the statement of accounts the financial position has improved but is still unsatisfactory.

No dances were held during the season owing to the financial losses experienced in previous years, but it is intended to hold these functions monthly during the coming season and the Committee hope that members will loyally support them.

Sport: The Association offers a wide field for all sports and the grounds at our disposal are in excellent condition.

Cricket: This has been in the capable hands of Mr. G. Hedley, who was responsible for some very good matches with the St. Andrew's Y.M. Club, H.K. Electric and the present pupils of the School. We take the opportunity of expressing thanks to the H.K. Electric R.C. and the K.C. Club for the loan of equipment.

Hockey: We have again to thank Miss Woolley for keeping up interest in this section which shows signs of developing.

Water Polo: Owing to lack of support and absence of several members from the Colony, it was not considered advisable to enter a team in the League, which though unavoidable was regrettable, as in previous years our team made excellent showing, being winners one year and runners-up on two other occasions.

Whist Drives: Two Whist Drives were arranged, but only one function was carried through. A small loss has to be recorded.

After the report and statement of accounts had been put to the meeting and passed, the chairman said that the thanks of the Association were certainly due to the members of the committee who had worked really hard, especially the secretary and the treasurer. The secretary had been in the very unfortunate position of having had to take over the duties in the middle of the year and he (the chairman) could personally testify to the great amount of hard work and the interest that Mr. A. R. Kinross had taken in the Association. He had kept the Association alive.

The treasurer, continued the chairman, could be very proud of the balance shown this year. The only arrears was \$5, while the balance of \$20 brought forward from last year had been increased to about \$80. The members owed the treasurer a debt of gratitude. Both the report and the balance sheet were very satisfactory.

Considerable difficulties had been experienced in keeping the Association going owing to the fact that the greater percentage of boys who left the School also left the Colony at the same time. Old Boys' Associations at Home were more flourishing simply because the people remained in the district after leaving school. The local Associations were handicapped in that the students do not live in the Colony but at Home.

The Duty of F.P.'s

Those who, however, remained in the Colony after completing their education, should join the Association, said the Chairman. He thought that it was the duty of all former pupils to join the K.R.S.F.P.A. That was the school of which they were all proud. The records were very, very good and they were doing good, hard work. The chairman mentioned that in a few years' time the school would be housed in much larger premises with better play grounds. Although the present facilities offered to members could hardly be better.

"I would like my appeal to go through the Press to all the old boys to join up and not break off their connection with the school in which they spent the most important years of their lives," added Mr. Nightingale.

After paying a tribute to Mr. Hedley and Miss Woolley for their efforts in stimulating interest in cricket and hockey respectively, the chairman, referring to the report, said that he thought

FANLING HUNT

EVENTS FOR AUTUMN MEETING

FIVE RACES

There are five events in the Fanling Hunt steeplechase to be held on Saturday, November 24, as follows:—

Autumn Maiden. About 1 Mile. Winner \$75, 2nd \$25. For all China Ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started at Kwanti allowed 5 lbs. Entry \$5.

Heavyweight Stakes. About 7 furlongs. Winner \$75, 2nd \$25. For China Ponies. Catch weights 168 lbs. Entry \$5.

Autumn Plate. About 1½ miles. For a cup, 2nd \$75, 3rd \$25. For China ponies. Weight for inches as per scale. Entry \$5.

November Handicap. About 1¼ miles. Winner \$75, 2nd \$25. For China ponies. Entry \$5.

"Fall" Stakes. One Round. Winner \$75, 2nd \$25. For China ponies that have started at this meeting and not won. Weight for inches as per scale. Forced Entry \$5.

Entry forms to be returned to Messrs. Thomson & Co., York Building, before Noon, on Monday, November 12.

QUEEN'S THEATRE

RICHARD DIX IN "KNOCKOUT REILLY"

Richard Dix' latest picture "Knockout Reilly" will be screened at the Queen's Theatre from to-day to Saturday. The popular athlete comedian is responsible for the numerous laughs and thrills which the picture contains. He is seen as a young steel worker who suddenly discovers himself to be the possessor of a wicked "punch." He decides to take up boxing as a career. How the youngster finally becomes the boxing champion of the world and wins the love of a beautiful girl into the bargain is delightfully told in a series of thoroughly amusing and exciting events. "Knockout Reilly" is heralded being Dix' greatest picture to date. It was directed by Malcolm St. Clair, a screen director with many film successes to his credit, and has a large supporting cast which, among others, includes such well known names as Mary Brian of "Peter Pan" fame, Jack Renaut and Harry Gribbon.

"IN THE NAVY NOW"

BRIGHT COMEDY AT WORLD TO-DAY

The stars of "Behind the Front," Wallace Beery and Raymond Hutton, will be again in "We're in the Navy Now," at the World Theatre from to-day to Saturday. "We're in the Navy Now" is a companion picture to "Behind the Front" and employs the talents of Beery and Hutton as comedians in a skilful manner. These two scapgraces find themselves in the Navy through an accident, and their careers there are full of amusing incidents, spiced with many thrills. During the picture, all the fighting units of a navy—submarines, aeroplanes, destroyers and battleships, are introduced with much realism, throwing into still sharper relief the comic touches with which the picture is richly supplied.

STAR THEATRE

GEORGE O'BRIEN IN "HONOUR BOUND"

An intensely dramatic story will be found in "Honour Bound" the chief picture in the continuous programme which will be screened at the Star Theatre from to-day till Saturday.

The story is about Ogletree, a young man who is sent to prison through the treachery of a worthless woman. He goes through years of mental torture and then is transferred to the coal mines, where he finds he is to serve as the chauffeur of the coal baron. The climax comes when Ogletree wins his fight and freedom through the help of a faithful old friend. The story moves from one climax to another and has been ably directed by Alfred E. Green. Some very unusual photographic shots have been obtained in the coal mines and the burning of the prison barracks.

They might carry on with the whist drives and dances again this year.

Office Bearers. The following officers were then elected to serve for the ensuing year: President, Mr. A. E. Wood; Vice-President, Mr. B. Wylie; Past President, Mr. E. Ralph; Chairman, Mr. G. F. Nightingale; Hon. Secretary, Mr. J. King; Hon. Treasurer, Mr. E. Moses; Committee, Messrs. T. Whitley, F. Angus, W. Chester, Miss D. Woolley and Miss M. Groundwater.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

The death is announced of Mr. Ma Chin-ching, manager of the Tsan Lan Co.

Mr. D. W. Reid, chairman of Messrs. McAlister and Co., Ltd., accompanied by his wife and daughter, arrived in Singapore by the s.s. "Antenor."

Mr. R. D. Davies, editor of the Singapore Free Press, returned from his holiday at Home by the "Kamo Maru" last week.

Capt. Hashim, M.C.S., recently arrived in Singapore to attend the meeting of the Co-operative Societies of the Oriental Telephone Co. and the Police Force.

Mr. C. C. Brown, M.C.S., at present Assistant Adviser, Kedah, who was for some time in Kelantan, is to receive a bonus of \$500 for his recent pamphlet, on "Kelantan Malaya."

The engagement is announced of Mr. H. L. K. Graburn, of the Straits Trading Co., and Miss Cecily Finch, daughter of the Rev. H. C. Finch and Mrs. Finch, of Abbots' Langley Vicarage, Herts.

Some time ago, it will be recalled, the Nationalist Government placed a levy on aerated waters and immediately protests were made, but without success. Now the Chinese General Chamber of Commerce has asked the Ministry of Finance to cancel the tax.

Captain H. S. J. Lloyd has been appointed a Supervisor of Export Duties in charge of Malacca collecting station, and Mr. L. R. Barnett-Smith has been appointed an Assistant Supervisor of Export Duties in charge of Lumut collecting station.

The Hon. Mr. H. W. Thomson, British Resident, Perak, has left Taiping for a week's visit to South Perak before his departure for Home on pension, says the "Times of Malaya." The Kuala Lumpur Rotary Club entertained Mr. Thomson, prior to his retirement, at the next dinner of the club on Oct. 26.

The length of H. M. S. "Kent" is 630 ft. and her breadth 68 1/3 ft. The C. P. O. S. "Empress of Canada" is 644 ft. and her breadth 77 1/2 ft. It is hoped that information will settle all the arguments recently brought about by the presence of the "Kent" in the Whangpoo, says the "N. C. Daily News."

A godown situated in Shao Chiao-ran, near the West Gate, Shanghai, collapsed recently and property of the value of \$60,000 was destroyed. Fortunately, there were no casualties. The building had been in existence for some 30 years and the collapse is thought to be due to overloading.

Dr. Hugh W. White, of the Southern Presbyterian Mission, Yencheng, North Kiangsu, has recently returned from Tsinghao, where he attended an important missionary meeting. During his absence from Yencheng his mission station was looted and school buildings burned. Dr. and Mrs. White propose returning to Yencheng soon.

The wedding took place recently at St. George Church, Penang, of Mr. Harold Parker, of the Government Rice Mill, Bagan Serai, to Miss Gladys E. M. Wright, of Liverpool, who arrived by the "Khyber." The bride was given away by Mr. Thomas Parker, brother of the bridegroom, the best man was Mr. R. D. Rowsell, and Mrs. Green acted as matron of honour. The Rev. Keppel Garnier officiated.

The wedding of Mr. A. R. Bruce, of Kamunting Tin Dredging, Ltd., elder son of Mr. and Mrs. R. Bruce, Aberdeen, and Miss Isabella Bertram, daughter of Mr. and Mrs. P. Bertram, of Aberdeen, took place at the Presbyterian Church, Singapore, recently. The Rev. G. H. Douglas officiated. The bride was given away by Mr. A. R. Reid and attended by Miss Joan Johnson as bridesmaid. Mr. N. Fyfe was best man. After the wedding a reception was held at the residence of Mr. and Mrs. M. D. P. Gilroy, when the Rev. G. H. Douglas proposed the health of the bride and bridegroom.

For the unlawful possession of a quantity of opium, a Chinese was, this morning at the Kowloon Magistracy, fined \$272 or 3 months. According to Revenue Officer T. Tolan, on information received, No. 273 Canton-road was raided, and in the cockpit, three Chinese were found smoking opium. In a small leather bag, 3 taels of opium were found. Defendant claimed the bag as his property.



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The St. Francis Hotel
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SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN THE "MAIL"

To-day—Queen's Theatre: "Knock Out Reilly."
To-day—World Theatre: "We're in the Navy Now."
To-day—Star Theatre: "Honour Bound."

November 2—Dance in City Hall in aid of H.K.W.G. and M.C.L. (Police branch), 9.15 p.m.
Nov. 3—Repulse Bay Hotel Carnival.

November 7—Schubert Centenary Recital, City Hall, 5.30 p.m., arranged by Mr. Harry Ore.

Land Sales
November 5—At P.W.D. Offices, three lots of Crown land at Lal Chi Kok, Shaokwan-road and Prince Edward-road, Kowloon City, 3 p.m.

Lammerts' Auction
November 2—At Sales Room, valuable collection of Postage stamps, 5.15 p.m.

Meeting
November 2—Monthly meeting of the Hong Kong Football Referees' Association, at Chaplain's Hut, Scandal Pt., 6 p.m.

Sports

To-day—H.K.Y.M.C.A. Hockey, 2nd XI v. R.A.F., Kai Tak, 6 p.m.
Nov. 2—H.K.Y.M.C.A. Basketball, "B" v. "D", 6.15 p.m.

November 3—First tournament of the Hong Kong Boxing Association at the City Hall, 9.15 p.m.

November 6—Snooker (Billiards) Championship, Palace Hotel, Kowloon.

Nov. 6—H.K.Y.M.C.A. Hockey, 1st XI v. Club de Recreo, 5.15 p.m.

Nov. 7—H.K.Y.M.C.A. Basketball, "A" v. "D", 6.15 p.m.

Miscellaneous

To-day—H.K.Y.M.C.A. Ladies' Night, 9 p.m.

November 3—St. Peter's Y. M.'s Garden Fete, at Sailors' Home, West Point, from 2.30 p.m.

November 3—Inaugural ceremony of the Macao Charity and Commercial Fair, at Macao, 9 p.m.

November 3—Craigengower Cricket Club dinner and dance, in the Club House, 7.30 p.m.

Nov. 4—H.K.Y.M.C.A. Quiet Hour, Rev. F. Short, 9 p.m.

November 5—Public lecture at Helena May Institute by M. de la Prade.

November 7—Sale of Work by Wanchai Wesleyan Church in aid of new Sailors' and Soldiers' Home, at Helena May Institute, 3 to 7 p.m.

Nov. 10—H.K.Y.M.C.A. Ramble to Shing Mun Valley, Ladies invited, 2.30 p.m.
November 10—Royal Hong Kong Yacht Club Dinner in Club House, 8.15 p.m.
Nov. 11—Armistice Day, Quiet Hour, Rev. J. H. Johnstone, 9 p.m.



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- 9065 MARTIAL MOMENTS
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- 9240 DRINKING SONGS Fantasia.
In Two Parts
- 9106 PLANTATION SONGS Medley.
In Two Parts
- 4637 LA PALOMA Selection.
TWIST AND TWIRL
- 9383 A MIDSUMMER NIGHT'S DREAM
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At 9.15 p.m.

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HALLOWEEN

H.K. SCOTTISH CO. HOLD
ANNUAL DINNER
MERRY MEETING

The Halloween Dinner of the Scottish Company of the Hong Volunteer Defence Corps passed off last night at the Volunteer Headquarters, most enthusiastically. There was a large gathering of members of the Company and many guests, all of whom greatly enjoyed the dinner, the speeches and the musical programme. Captain Kenneth S. Morrison, president, and the guests included Lieut. Col. L. G. Bird, D.S.O. (as President of St. George's Society of Hong Kong), Mr. C. Gordon Mackie (President of St. Andrew's Society), Major H. B. L. Dowbiggin, Mr. R. Sutherland, O.B.E., Mr. R. M. Dyer, Mr. A. H. Ferguson, Mr. W. Logan Mackie, Mr. J. Ferguson, Mr. R. E. Lindell, the Rev. F. C. Young and several officers of the King's Own Scottish Borderers.

The hall was admirably decorated under the supervision, we understand, of Lieut. George Duncan, M.B.E., and reflected much credit on all who had taken part in the work.

Mr. D. M. Goodall, of Messrs. Lane, Crawford & Co., Ltd., personally superintended prior to the dinner which was characteristically Scottish. The menu read as follows:—

Scotch Broth, "Couldn't nail hat again."
Tartan an' Herrin', "Bonnie fish an' halesome farin'."
Haggis, "Fair fa' your honest sonsy face."

Roast Beef, with Tartan billed an' champit, kail off the runt, and bashed neeps.

Dumplin', Billed in a cloot.
Cheese wi' Ait Cakes, "A weel-hained kobbuck fell."

The haggis was sprightly piped in by Mr. P. D. Wilson, the delectable dish being carried by Corporal Sanderson and the barley brea by Private Blackley.

The toast of "The King" was proposed by Captain Morrison.

Captain Morrison later proposed "The Visitors," and Lt.-Colonel Bird replied.

The Scottish Co.

Capt. Morrison, in welcoming the guests said that the Company's progress during the year had been somewhat chequered, as owing to the reduction of staff in the two big local refineries they had lost several very good men. Recruiting for the Company had not been very good, and he hoped it would improve. In gathering recruits, present members should put forward the pride of country. (Applause). He was pleased and proud to say that the Company had retained their eminence in musketry. Thanks to the generosity of Mr. R. M. Dyer, they had been able to shoot against the Scots Guards and the Borderers, and although they had been beaten, they had done very creditably. At the annual musketry meeting, they had "swiped" a large number of prizes. He particularly referred to the skill of Sergeant Cuthill in musketry Part 2, with a score of 107 out of a possible 115. (Applause). He was glad they had with them Mr. Gordon Mackie, the Chief of St. Andrew's, and Mr. Ferguson, the Vice-President. It was a pleasure to have Colonel Bird, who was with them not as Commandant of the Volunteer Corps but as President of the St. George's Society. The Rev. Mr. Young was another guest he would specially mention, their successor to the Rev. Mr. Macdonald. He was sorry Colonel Comyn was not able to be with them, but he welcomed other officers of the Borderers. He took the opportunity on behalf of the Scottish Company to thank the Borderers for what they had done for them during the past year. (Applause).

The Haggis

Colonel Bird said he had to thank their hosts for a very cheery evening and excellent repast. He did not care to say very much about the haggis, because perhaps he did not quite understand the haggis, and could not talk to it in its own language (Loud Laughter).

Captain Morrison later referred to the good work of Corporal Sanderson towards the evening's arrangements, to Mr. Alastair Mackenzie, who had taken over the post of convenor of the committee; and Private Blackley, and Hanlon, who had seen to the "cats and drinks." Private Harvey, who had arranged the programme, and Lieut. Duncan, who had carried out the splendid decorative effects.

Recruits Wanted

In response to repeated calls, Lieut. Duncan said that he wanted every Scot in the Colony to join up.

Mr. Gordon Mackie also expressed the hope that the younger members of the Scottish community in Hong Kong would come forward. Songs were contributed by Mr. G. McLeod, Pte. A. Chapman, Pte. J. W. Blackley, Mr. J. Whyte, Pte. W. J. Johnston, and Pte. E. M. Hanlon. Mr. E. J. Edwards ably accompanied at the piano. Mr. Sutherland narrated several piquant Scotch stories.

"EASMA"

THE ANNUAL GENERAL
MEETING
YEAR'S ACTIVITIES

The Ex-Active Service Men's Association held its annual general meeting at the Club-rooms last evening, under the Chairmanship of Mr. H. J. Pearce, M.C.

Referring to the year's work of the Association, after the report and accounts had been passed, Mr. Pearce said it must be confessed that they had not been conspicuously active as, despite their best endeavours, they had not been able to get the use of their former bathing beach at Stonecutters.

Bathing at Stonecutters offered an opportunity for social intercourse between members and their friends and during the year they



Ferry Corvey, known as the American master clown, amusing Germans by travelling about Berlin in this fantastic costume.

had been deprived of their principal means of social activity. Launch parties had been tried as an alternative but they had not proved very successful.

The chairman paid warm tributes to the work of Lieut. Col. F. Hayley Bell, D.S.O., who had been forced to resign the position of president and the meeting expressed appreciation of his services.

With regard to finance the chairman said that although a slight loss was shown he did not think there was any need to be discouraged. A large sum had been written off for bad debts but something like \$300 or \$400 had been recovered. Every possible economy had been exercised and their thanks were due to Messrs. Edwards, Rodgers and Croucher for their work.

Officers Elected

The following officers were elected: President, Capt. T. T. Laurensen, D.S.C.; Vice Presidents, Mr. W. J. E. Mackenzie, M.C. and Mr. C. L. Edwards; Chairman, Mr. H. A. Rodgers; Vice-chairman, Mr. R. J. Hunt; Hon. Secretary, Mr. S. C. Feltham.

General Committee: Messrs. N.V.A. Croucher, S. A. Roberts, T. Parkinson, P. Condon, H. J. Pearce, K. S. Robertson, S. H. Ross, T. Black, C. M. Manners and C. Pryce.

Warm tributes were paid to the work of Mr. R. J. Hunt on his resignation as honorary secretary and also to that of the outgoing officers.

Capt. Laurensen recalled that he had been President of the Association formerly and said that the interest he took before would be continued, if possible with renewed ardour.

In the general discussion which followed suggestions were made regarding the election of the committee by sending out members' lists before the meeting showing those who were willing to serve. The greater part of the discussion centered round the bathing beach, it being suggested that the Association should make an effort to get the use of a beach in Kowloon or on the Island and build a permanent hut there for the use of members.

The meeting closed with the usual votes of thanks.

"LOVE OF COUNTRY"

MISS ROYDEN'S SECOND
LECTURE
THE WORLD'S UNITY

Miss Maude Royden again created a very favourable impression when last night in the City Hall, she delivered the second and last public lecture in Hong Kong, to a large and appreciative audience. Her subject was "Patriotism and Internationalism."

The Rev. J. Horace Johnston, B.A., Minister of Union Church, Kowloon, presided. In introducing the speaker, he referred to her sheer force of personality, freshness, vigour, and eloquence by high inspiration. Questions were put by some of those present and answered by Miss Royden. At the close a vote of thanks was proposed by the Rev. J. C. Knight Anley, chaplain of Wesleyan Church, Wanchai.

Real Internationalism

A summary of Miss Royden's lecture is given below.

In going round the world her object (she said) was to try and discover whether the world was conscious of itself as a unity. If there was world consciousness she would like to intensify it—if not she would like to do what she could to help to create it.

She had come to the conclusion that there was something like world consciousness but it was difficult to know whether it was a consciousness of brotherhood. People were afraid that the attempt to make them international was based on an attempt to rule out patriotism.

The trouble with regard to the leaders of international thought was that they tried to convince people that they should love other countries alike and people knew that they did not. If she met a person who did not love his own country she would not feel nearer to him but further away—she would feel that she did not understand that person. That love of country was so deep and so universal that she felt sure that right internationalism was based on the fact that people loved their own country. If they could understand the love of their country of other people then that was real internationalism.

Patriotism

If there is to be real Internationalism, it must be based on the love one felt for one's own land. Children must be brought up to learn not only of their own traditions but of others.

Some of the smaller countries felt patriotism most and some of the smallest countries had given the greatest gifts to the world.

"The Standard"

Britons made their own way the standard of all civilisation. English people would go to America for the best coffee and would go home and complain that America had the world's worst tea.

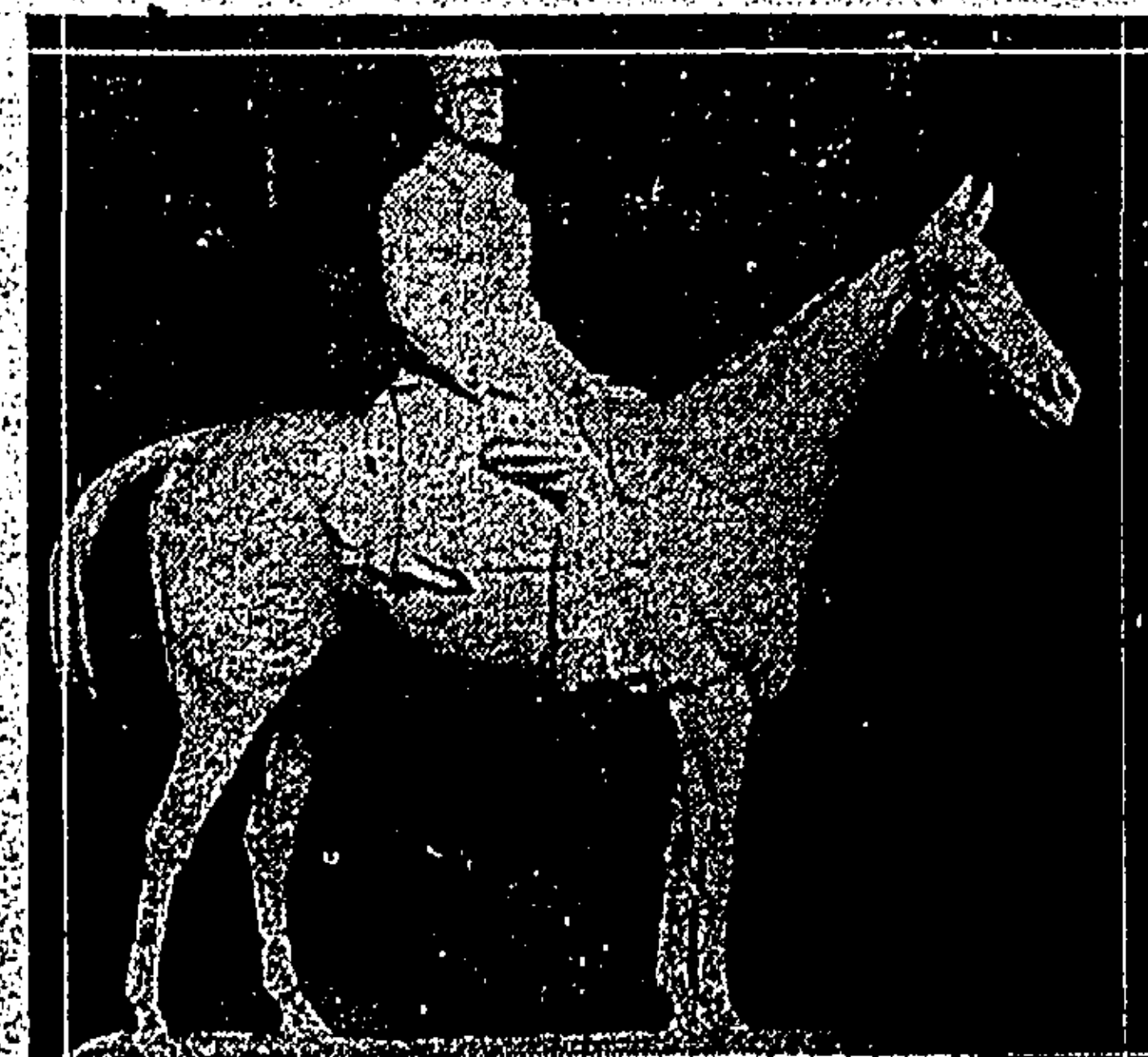
The British race is characterised by its political genius. It is natural for English people to be interested in politics. It is impossible to get England more worked up than over a general election.

China's Art

She did not profess to know the greatest thing she had done in China but what struck the casual visitor was the great and beautiful art of the country. After the modern, ugly Western industrialism one came to China to find one small thing which had perhaps taken the life-time of a craftsman in the making—a craftsman who did not consider it waste of time to give years in the creation of one beautiful thing.

There are no more countries to discover. That is why people fear a race war and why they say that something worse than 1914 might happen if races came into conflict.

It is becoming possible to direct the movements of nations. In this gigantic task it seems that Britain may play some great and unique part with her political genius. "Our genius is not merely what we call politics but it is the capacity to see an ideal and give it a local habitation and a name."



The statue of Marshal Foch, Generalissimo of the Allied Armies during the War, which was recently unveiled at Chateau. The statue is the work of Mallard, one of the best-known French sculptors.

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A WEEK'S PAPERS IN ONE

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CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

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Discussions between Dr. C. T. Wang and Mr. Yada, extending as they did into a fortnight, have attracted considerable attention. Although Japan is the Power concerned, other nations are carefully watching developments in Nanking. Concise and informative reports of proceedings will be found in the "Overland China Mail."

The "Overland" is the only ILLUSTRATED weekly budget of "local" and "China" news. The current number is rich in topical pictures which will be particularly welcome at Home.

Locally there has been much of interest. An Investiture was held at Government House; the Portuguese Minister to China favoured Hong Kong with an unofficial visit; several important changes in the law have been made, including reforms in traffic and motoring regulations; Miss Maude Royden is delivering a series of addresses; the names of several merchant vessels have had prominence, for instance, the "Kwangse" (stranding); the "Kochow" (sequel to salvage), the "Tai Lee" (re-hearing), and the "Darcoile" (trouble among crew), also the launching of two new gunboats for the Canton Government.

One of several features is the exposure of latest Red scheming, an article which will be closely read if only because its predecessors were so widely reproduced in other parts of the Far East.

The "Overland" also reflects a very busy week in the realm of local sport and recreation.

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Sport Columns

GIVING UP

SIR ABE BAILEY SELLS RACE HORSES

ILL-HEALTH

Newmarket, Yesterday. Sir Abe Bailey, who has been racing in England for nearly 35 years, is giving up the turf owing to ill-health. His 19 yearlings and 42 horses in training were auctioned to-day and sold for an aggregate of 86,460 guineas. A smart colt by Chaucer out of Reef made the top price of 7,800 guineas, and was purchased by Capt. Hector MacDonald.—Reuter.

CAMBRIDGESHIRE

ROYAL FAVOURITE WINS

London, Yesterday. The result of the Cambridge shire is as follows:—
1. Palais Royal II. (5/1)
2. Bay Town (18/1)
3. Insight II. (100/6)
Twenty-six ran. Won by 3/4 of a length, a head between the second and third horses.—Reuter.

Plenty of Money on It. London, Yesterday. Palais Royal II. won the Cambridge shire, the big Autumn handicap at Newmarket. The winner belongs to Monsieur Wittouck, a Belgian millionaire, but was trained in France and was ridden by the French jockey Allemant. It started favourite at 5/1 being very heavily backed. Wittouck is stated to have won £50,000 and his trainer, Charlier, £22,000. This is the third time in four years that a French horse has won the Cambridge shire.

Sir Charles Hyde's Baytown was second and Mr. Macomber's Insight II. was third.—British Wireless Service.

OPEN TENNIS

C.R.C. MIXED DOUBLES TOURNAMENT

The Chinese Recreation Club has arranged an open mixed doubles championship tennis tournament, to be played during November and December. Competitors are to make their own arrangements with regard to courts for the playing of matches in the earlier rounds of the tourney. The semi-finals and final are to be played at the C.R.C., at Causeway Bay. All matches are to be decided by the best of three sets.

The receipt of not less than ten entries is conditional for the holding of the tourney, and the draw is scheduled to take place at the C.R.C. on November 16.

SNOOKER

THE PALACE HOTEL CHAMPIONSHIP

At least eighteen entries have been received for the Palace Hotel open snooker championship which is scheduled to commence on November 6. Entries close on Saturday, November 3, and should be made to the Manager.

Those who are participating include Messrs. J. H. Wittchell, A. G. Osmond, C. Pile, C. F. Hearde, F. E. Silva, H. J. White, P. Y. Lau, C. Shin, Ismail, V. B. Russakoff, F. A. Stewart, Earnshaw, S. M. Cruz, F. W. Black, F. Jones, and three gentlemen who prefer to be known for the present as "A", "B" and "C".

CRICKET

The following will represent the University 2nd XI. in a friendly match against the R.E. & R. Signals at Home ground on Saturday, at 2 p.m.:—F. Hiptoola (Capt.), A. Baker, S. F. Chen, K. T. Loke, A. B. Suleiman, G. E. Yeoh, A. A. Aziz, K. P. Gan, H. E. Adams, R. Raj and R. Leong.

R.H.K.Y.C.

24TH ANNUAL GENERAL MEETING

OFFICERS ELECTED

Officers elected at the 24th annual general meeting of the Royal Hong Kong Yacht Club held yesterday were as follows:—
Commodore: Mr. A. L. Shields.
Vice-Commodore: the Hon. Mr. A. C. Hynes.
Rear-Commodore: Mr. H. S. Rouse.

Sailing Committee:—Commodore J. L. Pearson, R.N., F. J. Easterbrook, C. E. L. Grist, V. Goulborn, F. D. Tracy, Major J. P. S. Greig, R.E., R. O. Sutherland, J. R. L. Stanton.
Rowing Committee:—J. H. D. Crawford, E. W. Carpenter, Dean Swann, H. Dreyer, W. R. Andrews, G. G. Stopani-Thomson, R. Schmidt.
Bowls Committee:—G. R. Edwards, E. W. Carpenter, L. J. Davies.

House Committee:—E. S. Carter, G. G. Stopani-Thomson, J. H. D. Crawford.
Hon. Librarian:—Mrs. H. S. Rouse.
Hon. Secretary:—Mr. R. J. Vernal.

Treasurers: Messrs. Lowe, Bingham & Matthews.

Next Week's Regatta

Mr. Shields presided. It was announced that H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.) had accepted an invitation to become an honorary member. Reference was made to the regatta on Nov. 10, in which crews from Canton will take part. Mr. Shields, in moving the adoption of the report and accounts, said:—

Reference to the printed reports gives a very good idea of the Club's activities during the past year.

The sailing programme has now to be carefully drawn up to enable the championship races and other events to be fitted in to the time at our disposal. Sunday matches are increasing in number and boat owners are assured of a very full season.

The activity of the rowing section is very gratifying and we hope for a good turnout at the opening cruise on Nov. 10 to see the "four" and "pairs" races with our old friends the Canton Rowing Club.

Reserve Account. I would remind members that the Canton crews will be entertained at a dinner to be held in this Club house at 8 p.m. on Nov. 10. Members and subscribers are requested to send in their names as early as possible to enable seating arrangements to be made.

We sent a team of four to Shanghai recently on the invitation of the Shanghai Yacht Club, but unfortunately, typhoon weather and heavy rain interfered with the programme which could not be completed. We hope to have a return visit from Shanghai yachtsmen in the early spring.

The accounts as you will note, show a small excess of expenditure over income, but entrance fees amounting to \$1,205 have as usual been added to Reserve Account. The past year had the benefit of the increased subscription during the last quarter only, and the additional revenue should improve our account for the current year.

A Bachelor's Pram. Your Committee much regret that our gallant Vice-Commodore,

PLAY BRIDGE?

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Colonel H. B. Gunn, is leaving for home next month. Colonel Gunn is a keen Corinthian and has been very actively interested in the Club since his arrival. He is probably the only bachelor who ever arrived in Hong Kong with a pram! I would explain that it is a pram dinghy and when there is no real sailing to be had, I believe Colonel Gunn can beat to windward in a grass field with a moderate amount of dew. (Laughter and Applause.)

I wish to thank Colonel Gunn on behalf of the Club for all he has done as a Flag Officer and as a member of the committee.

Mr. Stanton has carried on the sailing secretaryship for a year and we are obliged to him for all the hard work he has done. He has had to ask to be relieved and Mr. Grist is carrying on.

Dr. Sutherland seconded and the Commodore's motion was carried unanimously.

TREVESSA TROPHY

ANOTHER WIN FOR DOUGLAS CO.

THREE ENTRIES

Under the auspices of the Royal Hong Kong Yacht Club, the tenth annual race for the Trevesa Trophy, was held yesterday afternoon.

Owing to the absence from the harbour of vessels of the Java-China-Japan-Lijn, which always supported the event and had won the trophy several times, the entry for yesterday's race was poor, only three boats lining up at the starting post. These craft represented the Douglas, Indo-China and China Navigation companies, and were from the s.s. "Halching," "Hangsang" and "Kwaisang." An entry from the s.s. "Shantung" with Mr. Barron in charge arrived after the race had started, and consequently was unable to compete.

The start was a good one, the boats getting away together with a stiff breeze blowing from the East. The "Halching" boat took the lead soon after the start, and by good pulling, gained easily and steadily on the other boats. Soon it had established such a comfortable lead that there was no doubt as to the ultimate winner. The "Hangsang" boat had the bad luck to lose a plug, and acting rather sluggishly throughout the race was unable to give the "Halching" entry any trouble. The latter passed the winning line over 20 minutes ahead of the next competitor. The "Kwaisang" boat did not finish the course.

The times recorded were:—
"Halching" (Mr. A. C. Dalziel), 48mins. 35secs.
"Hangsang" (Mr. G. Boyle), 64mins. 17secs.

His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.), followed the race in the barge of Commodore Pearson with Mrs. Southern, who afterwards gave away the prizes at the Yacht Club.

The Tenth Race. Before the prize giving, Mr. A. L. Shields, Commodore of the Club, said:—Your Excellency, Ladies and Gentlemen, the race to-day, is the tenth which has been held over this course for the Trevesa Trophy and I wish to congratulate Mr. Dalziel, the helmsman of the boat entered by s.s. "Halching" on his win. On inspection, it has been found that no boats have complied with the conditions relating to equipment, but after consideration, it has been decided that the race as run should stand.

NOTICE.

CRAIGENGOWER CRICKET CLUB.

MEMBERS are informed that a DINNER will be held in the Club House on SATURDAY, 3rd November, 1928, at 7.30 p.m. and a Dance directly after.

Will those who intend to be present send in their names as soon as possible to the undersigned.

D. RUMJAHN,

Hon. Secretary.
Hong Kong, 1st Nov., 1928.

The entries were much lower than usual, and it was regretted that there were no J.C.J.L. entries, but it should be pointed out that the date of the race was fixed without any consideration as to the presence of vessels in harbour.

In previous races the Trophy had been won five times by the Java-China-Japan Line and four times by the Douglas S.S. Co., Ltd.

Old Traditions. This Trophy was presented by one of the members to commemorate the seamanship and perseverance of the crews of two boats of the steamer "Trevesa" which foundered in the Indian Ocean five years ago.

It was assumed that all hands had been lost but after 23 days, the Captain's boat reached Rodriguez Island and two days later the Chief Officer's boat arrived at Mauritius, after a trip of 1,747 miles. This heroic effort brought home to the public and particularly those who travel by sea, that in these days of steam and internal combustion engines, the personnel of the Mercantile Marine still lives up to the grand old traditions of the days of sail.

Asking Mrs. Southern to present the prizes, Mr. Shields voiced the appreciation of the Yacht Club and all friends who were present, and expressed a wish that both His Excellency and Mrs. Southern would be present on future occasions.

Mrs. Southern then presented the trophy and personal cup to Mr. Dalziel.

Mr. A. H. White replied on behalf of the Douglas Company and expressed the hope that, having levelled up with the Java Company, he would still be doing business at the same old stand next year.

SOCCER

K.F.C. TEAMS

The following will represent the Kowloon 1st XI. versus R.A. on the Kowloon Football Club ground on Saturday, November 3, kick-off at 4.15 p.m.:—Angus; Guest, Baldwin; Hedley, Sims, McKelvie, F. C. Clomo, Pile, Spary, Miles, Cornwall. Reserves: Easterbrook, King.

The following will represent the Kowloon 2nd XI. versus Reserves of Queen's Regt. on the Kowloon Football Club ground on Saturday, November 3, kick-off at 2.30 p.m.:—Angus; Nicholls, Haat; Robson, Easterbrook, Blacklock; Hannan, Davis, Sutherland, Dunnett, Eastman.

HOME SOCCER

SCOTTISH LEAGUES DEFEAT IRISHMEN

London, Yesterday. At Glasgow the Scottish League defeated the Irish League soccer team by eight goals to two.—Reuter.

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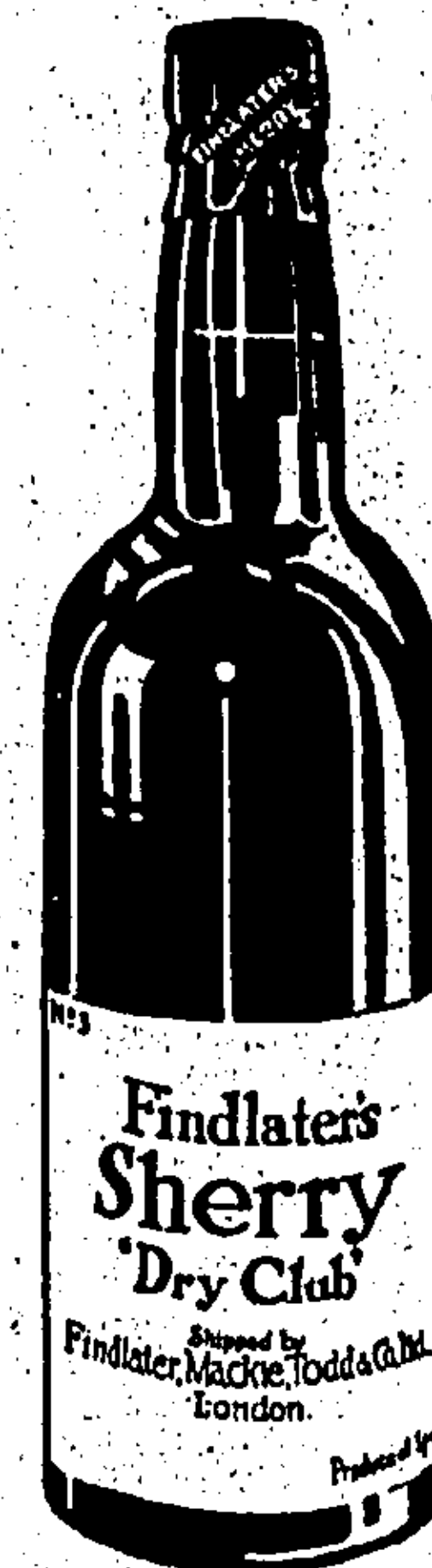
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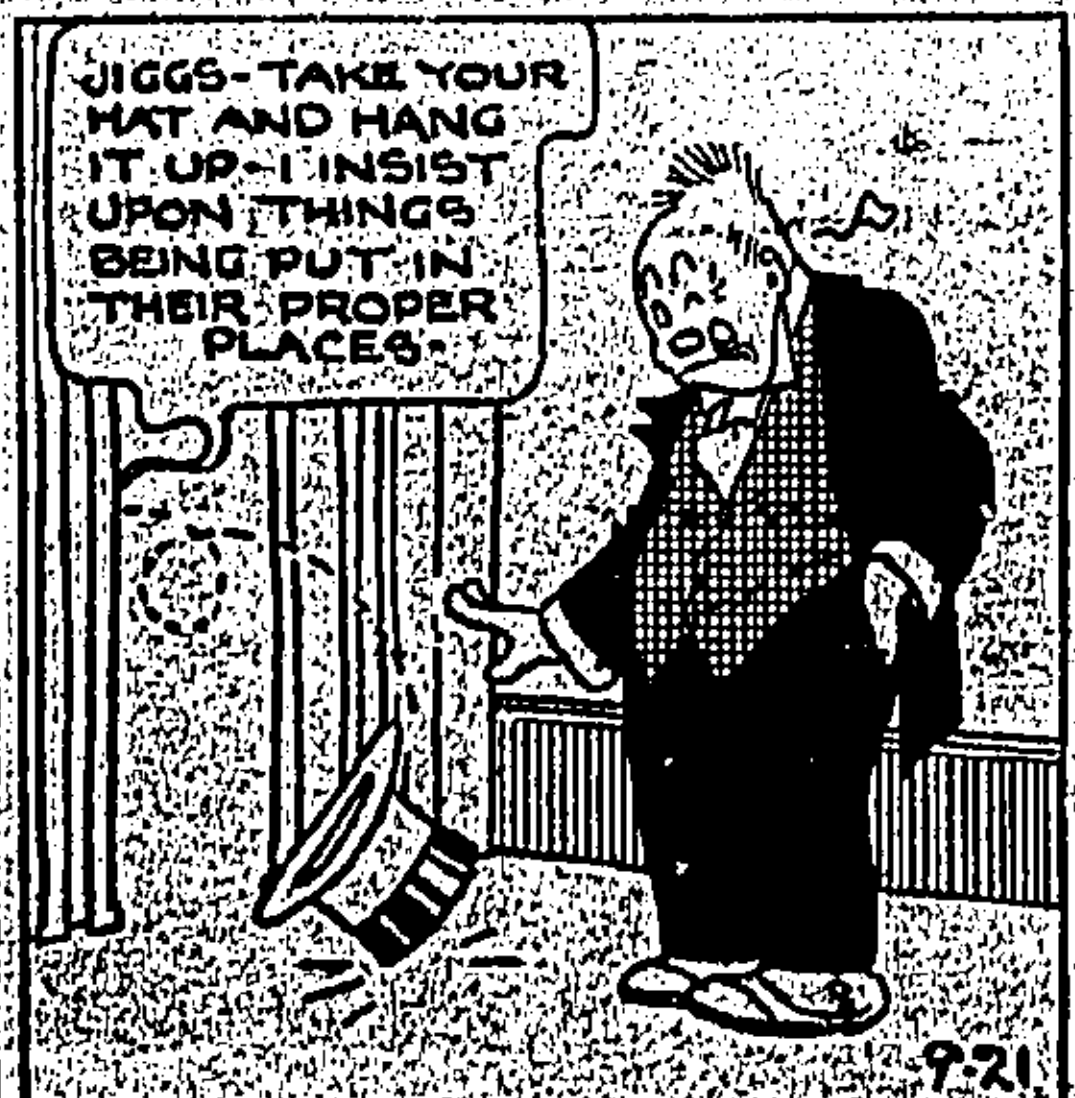
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BRINGING UP FATHER.

WORLD NEWS IN PICTURES.

Undulating Gilda Sued by Gil.



Beautiful Gilda Gray, the Cinderella dancing girl, who danced herself to fame and fortune and a wealthy husband, was defendant in a cross-suit for annulment of her marriage to Gil Boag, her night club mate, who alleged that she concealed her "past" from him. The star sued for a divorce.

"Talking" Film Venture.



Texas Guinan, the irrepressible night club hostess, as she left for Hollywood to go into the "talking" films.

"Follow Out Hoover's Policies."



That's what President Coolidge told William F. Whiting, of Holyoke, Mass. (left), lifelong friend of the President and newly-appointed Secretary of Commerce, on the occasion of his first official call. The photo was taken on steps of Summer White House at Superior, Wis.

How to be Thin.



Molly O'Day, the films actress who, despairing of "reducing" by dieting, allowed a surgeon to trim away five pounds of flesh from her hips and legs. Her contract provides that she shall not exceed 118 pounds.

Trapped?



General Cesare Rossi, once a minister in Mussolini's cabinet, but later one of Il Duce's bitterest enemies, was juried across the Italian frontier by a woman Fascist agent and arrested on a political charge. It was Rossi who arranged the black shirts' march on Rome.

Herbert Hoover, Jr.



Mr. Herbert Hoover, Jr., son of Republican nominee, who is studying flying in the interests of Guggenheim Foundation and Harvard University.

Bound for Paris.



Count Michael Karolyi, the first President of Hungary, to return to Paris.

In Uniform of a British Field-Marshal.



H.M. King Alfonso of Spain, wearing the uniform of a British Field Marshal.

Boy Released from Captivity.



Walter Collins, 9 years old, who was recently returned to his parents after being held for six months by kidnapers, was afflicted with strange gaps in his memory which will take years to overcome. He is being examined by a specialist.

A New Parachute Record.



Jack Cope, veteran pilot, shown establishing a new world's record. He dropped 8,400 feet before pulling the cord that opened his parachute. Inset, Cope just prior to feat.

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BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road, C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
HANOMAG.—Wai On Tseung, Ltd., 243 Des Voeux Road, C. Tel. C. 711.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, C.4759.
SINGER.—Gilman & Co., 4a, Des Voeux Road Central.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPET.—Gilman & Co., 4a, Des Voeux Rd., C.
WILLIS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.
FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.
WILLIS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. C.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C.1067.
NEW HUDSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.
RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
ROYAL ENFIELD.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road, C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon, K.226.
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road, C.4759.

MANY RECORDS

30,000 MILES IN LESS THAN
30,000 MINUTES
THOROUGH TESTS.

The sensational performance of four strictly stock Studebaker President Eight automobiles in travelling 30,000 miles in less than 30,000 minutes, is a tribute to the genius of Studebaker's engineering staff, according to the manager of the Hong Kong Hotel Garage, local Studebaker-Erskine distributor.

"Studebaker has broken so many records for endurance and speed in the past year that it is difficult to keep track of them all," he said. "It started about a year and a half ago when the Studebaker Commander travelled 5,000 miles in 4,909 minutes. Then came the famous 25,000 mile run by The Commander in which the average speed was over 65 miles an hour for the entire distance. But the performance of the quartette of President Eights in travelling 30,000 miles at 64 to 68 miles per hour is the greatest engineering achievement in the history of automobiles. To-day, Studebaker holds a total of 114 official American records—all made by strictly stock cars under the supervision of the American Association.

"No car could do what the President Eight has done unless it was properly designed, unless its materials were thoroughly tested, unless it was built with split-hair precision and thoroughly tested and inspected before it was released from the factory.

"Studebaker maintains its own private research and experimental laboratories. Here a large corps of skilled technicians make countless laboratory tests every year. Studebaker keeps 700 inspectors on the job and these men make thousands of inspections on Studebaker and Erskine cars during their manufacture. More than 1,600 mechanical operations are not allowed to vary more than one one-thousandth of an inch—415 operations are held to a tolerance of one half-thousandth of an inch."

Studebaker engineers also make extensive use of the Corporation's 800-acre Proving Ground, where every improvement is given a thorough test under actual road conditions before it is finally approved.

RECOGNISED

FIVE NEW WORLD
RECORDS
FOR STUDEBAKER

Official recognition of five new world speed and endurance records made by an American stock car has just been granted by the International Association of Recognised Automobile Clubs in Paris, according to the Contest Board of the American Automobile Association, Washington, D.C., U.S.A.

The new world records were all made by a strictly stock Studebaker President Eight Roadster, one of the four Studebaker President Eight models which covered 30,000 miles on the Atlantic City Speedway near New York July 21-August 9 at sustained average speeds ranging from 64 to 68 miles per hour.

International recognition was accorded the records made by the fastest of the four cars at five periods during the run. The new marks are as follows: 10,000 miles, average speed 68.82 m.p.h.; 15,000 miles, average speed 68.59 m.p.h.; 20,000 miles, average speed 68.55 m.p.h.; 25,000 miles, average speed 68.47 m.p.h.; 30,000 miles, average speed 68.37 m.p.h.

Racing Cars. According to A. H. Means, secretary of the American Automobile Association, the International Association does not differentiate between special built racing cars and stock cars in record trials. Thus the new world records made by the Studebaker President exceed all previous racing car performances and are the best for any class of car for all time.

During the course of their run the four Studebakers shattered all previous records for fully equipped stock cars from 3,000 to 30,000 miles. The official record distances for 3,000, 4,000, and 5,000 miles were all recorded recognition as American records by the International authority. At these distances the President Eight averaged 68.71, 68.72 and 68.81 miles per hour respectively.

DEPENDABILITY

BOON TO LONG-DISTANCE
TOURING
THE OAKLAND CO.

The mechanical reliability of present day automobile is an important factor in the growing popularity of long distance touring.

Not many years ago, the motorist seldom dared to venture far from town. If he did, he could be reasonably sure of spending the night in a farm-house.

But times have changed. The motor car no longer is a mechanical "question mark." It has gained in speed, comfort and above all in reliability. A thousand mile tour offers no greater mechanical hazard than a drive around the block. This, of course, is due to the untiring efforts of automotive engineers. Eternally seeking that elusive "something better," they have engineered the uncertainty out of the automobile.

Reasons for Hints

No small part of this work has been done by the engineers of the Oakland Motor Car Company. Working in conjunction with the General Motors engineers, they have pioneered countless improvements which enable the tourist to start out, confident in the knowledge that he will return intact and under his own power.

For instance, if the reader recalls the early days of mountain touring, he will remember at least two reasons for frequent roadside halts—the boiling radiator and the difficulty in feeding his engine sufficient gasoline on a long up-grade pull.

To-day, in his Oakland or Pontiac Six, he negotiates these same grades with ease. The cross-flow radiator, exclusive feature of the Oakland and Pontiac, is so designed that loss of water by evaporation is practically nil. Water that does vaporise in the engine is condensed and put back to work without being allowed to escape from the radiator cap.

Major Reasons

Another feature is the fact that both cars are equipped with a positive feed fuel pump. Geared to the engine, this pump ignores the decreasing atmospheric pressure encountered at the higher altitudes and provides exactly the right amount of gasoline.

The G.M.R. cylinder head, standard on both Oakland and Pontiac, gives further assurance of uninterrupted touring pleasure. On the road, one frequently must buy any brand of gasoline that may be available. But gas is gas to the G.M.R. head. It has no preferred brand. And it drinks in moderation.

These are some of the major reasons why the Oakland and Pontiac Sixes are popular among motorists. The excess power and ease of handling permit sustained travel of 300 to 400 miles per day without fatigue, and the cars' mechanical stamina, combined with their long springs, Lovejoy shock absorbers and luxuriously cushioned interiors, make touring a comfortable delight instead of a hardy adventure.

ONE-HAND DRIVING

Commenting on the death of a motorist whose car skidded and overturned while he, as it was supposed, was lighting a cigarette, a Coroner remarked that this was a dangerous practice, because nobody could drive properly with one hand.

I think the danger rather lies in the distraction of the driver's attention from the course he is steering. One sometimes has to take one hand from the wheel, to dip headlights or switch them on or off, for example, and you may often see people driving with one hand where the going is easy, though I do not myself often indulge in the practice. Moreover, there are capable one-armed drivers.

It is another matter when the driver's eyes leave the road when he is doing 30 miles an hour or more. He may find himself making for the ditch when he looks up again, and a sudden, almost involuntary twist of the wheel may start a bad skid on a wet road.—Morning Post.

NEW PACKARDS

Messrs. A. Lung & Co., who have been appointed sole agents for Hong Kong and South China for the Packard Motor Car Company, Detroit, U.S.A., are expecting to take delivery, at an early date, of one Packard seven passenger touring and a Packard Sedan Straight Eight.

BROCKWAY MOTOR TRUCKS



4 and 6 CYLINDER

FOR TRUCK PURPOSES:—1½ tons to 7 TONS.

FOR BUS PURPOSES:—16 PASSENGERS TO 40 PASSENGERS.

FIRST SHIPMENT due 4th November

Per S.S. "PRESIDENT ADAMS."



Sole Agent for Hong Kong & So. China.

THE ASIATIC AMERICAN CO.

48, Stanley Street. Tel. C. 244.

Show Room: 11, Queen's Road East. Tel. C. 575.

MY IDEAL CAR

ABSOLUTE DEPENDABILITY
ESSENTIAL
VIEWS EXCHANGED

"Isn't there something wrong with every car?" asks a reader. "And would it not be interesting to write of the car that you want, in view of the imminence of the Olympia Show—stating, of course, an attainable ideal?"

It would, of course, be interesting; but I do not believe that many people have anything like my ideas as to the most desirable sort of motor-car, writes the "Evening News" Motoring Correspondent in mail week.

What we all want is abundance of power, lightness of control, absolute dependability in all reasonable circumstances, extreme simplicity of adjustment, cleaning and lubrication, abundance and comfort of body-space, maximum economy of upkeep, and as much elegance of appearance and liberality of equipment as can be combined with the other desiderabilia—all for as little money as possible.

There is the trouble, however, that an ideal motor-car, appealing insistently to a large section of the buying public, would be one mass of compromises, of reconciliations of factors exceedingly difficult to reconcile.

Six-Cylindered?

Nine people out of ten, setting about the description of their ideal car, would plump for at least a six-cylindered engine. I should not, as it happens, although largely for negative reasons—because there are so many perfectly beautiful fours nowadays.

I should insist on a four-speed gear-box (by which I mean one furnishing four forward gear-combinations), but thousands, hundreds of thousands, of motorists are perfectly satisfied with three, or pretend to be. I should insist on semi-elliptic springs, fore and aft; but here, again, there are a myriad motorists of to-day who are quite content to ride over quarter-elliptic springs, both, fore and aft.

Brake Trouble. I should not insist upon front wheel brakes. All my brakes at present expand in drums on the rear hubs. I have just replaced my original "brake-liners" after 25,000 miles "for luck." The original set were worn to a thickness of an inch, but they were quite evenly all round, and they have sufficed to save my neck for 25,000 miles. I have seen four-wheel brakes create more trouble than I have seen them avert. But I am afraid everybody else in the

ANNOUNCEMENT

We beg to announce, that we, the undersigned, have been appointed Sole Agents for Hong Kong & South China for the **PACKARD MOTOR CAR CO., Detroit, U.S. America.**

A. LUNG & CO.,

19, Queen's Road C.

Hong Kong, 1st. Nov., 1928.

Kingdom would say, "Of course, we must have four-wheel brakes." Then look at bodywork. Every body, I know almost, would plump for a saloon, or sedan, or coach. I should not. I like best a convertible body, and I like an open body which will close up far better than I like a closed body, which can be opened (if that is intelligible). My present car is an open two-three-seater. I can extend its coupe "head" and fix its side curtains, making it substantially an enclosed car inside two minutes. In its enclosed form it is substantially weather-proof. But its use in that form would seem to have given me more chills than over. I contracted while I used "open" cars with ordinary touring hoods and more or less rudimentary flapping side-curtains. Where to find it? If there is an ideal car, if there is one which incorporates the maximum possible number of good points, we shall find it at Olympia, because both British and other manufacturers are very well on their toes. Neither British firms nor British agents for foreign firms, have had at all an extravagantly prosperous time since the last Show. Everybody exhibiting at Olympia will be striving to sell every single car he can sell. Let there be no mistake about that. Everybody showing will be very much on the alert, so that if there is such a thing as an ideal car, offered at a price which the idealist considers fair and reasonable, it is not going to be hidden. Where shall one look for it? Well, British manufacturers should know the requirements of British users better even than do their nearest neighbours, and I believe that between October 11 and October 20 next, the British producer is going to show in no uncertain fashion that he refuses to be relegated to a humble place in the programme for 1929.

LIGHT FOUR

WINS A. GRUELLING
CLIMB

WHIPPET ACHIEVEMENT

In a recent mountain climbing contest held on Mt. Tiadaghton, one of the highest peaks in the Allegheny range of North America, a strictly stock Whippet four, loaded with four passengers, won the annual race to the summit against ten other cars, some of which retail around U.S. \$2,000 f.o.b. Factory.

More than 1,000 persons from the vicinity of Welsboro, Pennsylvania, U.S.A., witnessed the event to judge the mountain climbing ability of the various cars entered. The Whippet negotiated the gruelling climb in 24 minutes, climbing more than a minute off the former record which also was held by a Whippet four.

In Second Gear

Despite the fact that several of the cars entered were six cylinder models of other makes, the Whippet four was the only car to climb to the peak of the mountain with four passengers.

Rules of the contest demanded that each car be locked in second gear and make the start from the valley thousands of feet below the top of the mountain.

The cars were started at intervals of ten minutes and one by one they halted at the roadside, unable to negotiate the total distance with their loaded cars. But the Whippet, once it got under way, made the entire climb and at the finish line its motor was running smoothly, showing no signs of the strain and no indication of overheating. Its ability to make the steep climb in second gear with a full load is declared by experts to be a remarkable tribute to the car's power, inbuilt stamina and efficiency of its cooling system.

LUXURY CAR

WINS ACCEPTANCE IN
WORLD'S MARKETS

AMERICAN MAKE

Immediately following a statement by the Stearns-Knight Sales Corporation of Cleveland that August sales of Stearns-Knight eight and Stearns-Knight sixes set a new high mark for any previous August in the Company's history, the John N. Willys Export Corporation reports splendid acceptance of these cars in the principal markets throughout the world.

Despite the fact that Stearns-Knight cars compete here with the finest craftsmanship and engineering skill of the entire world, the product of the American manufacturer already has established itself in a leading position in the quality car field.

This position is attributed to the unusual beauty of the Stearns-Knight body design, the excellence of workmanship in mechanical construction and coach work, and numerous features characteristic of the Stearns-Knight—built-in stamping, double sleeve valve engine, power, speed, quietness and smoothness of operation, and its ability to give the owner years of service far beyond the life of other motor cars using another type of engine.

Stearns-Knight distributor forces are being expanded everywhere in proportion to the production schedules at the factory—which production is being limited so as to maintain high quality rather than a large quantity output.

GENERAL HINTS

Curling Windscreen Rattle

When a glass windscreen rattles in its frame, make a pulp of brown paper mashed into a paste with hot water. Press this well into the hollow between the frame and the glass with a blunt putty knife or a fine piece of wood, jamming it home thoroughly. When this is thoroughly dry, a coat of varnish will hold it still tighter, and prevent moisture harming it.

Freeing the Gear Shift

It sometimes happens that in cars fitted with right hand gear changes, the driver finds it difficult to move the lever from one position to another. This is particularly common with older models. The trouble is, in most cases, due to the jamming of the sleeve which carries the hand lever at one end and the selecting lever inside the gearbox at the other. It is important, if the driver wishes to retain an easy gear change, that these sleeves should be kept well oiled, because not only is the sleeve to be rotated round the shaft, but it has to slide as the driver moves the lever across the gate. Another cause of hard changing in cars having this system is the binding of the sleeve owing to a slight distortion of the chassis; that is, if the outer end of the shaft is supported by the chassis side member. The only way to get over this trouble is to brace the chassis in such a way that the distortion is minimised.

LUBRICATION

INFLUENCE ON BEARING
LIFE

FOLLOW THE CHART

Countless articles have already been written about the importance of lubrication in machinery, and probably as much money has been spent in research in this direction in the automobile industry as has been spent in the designing and refinement of engines generally. The manufacturer of every car stresses the fact that all oil levels should be carefully checked, and the oil changed at regular intervals.

To the average motorist this, on the face of it, seems to be an unnecessary waste, as in almost every case when the oil is changed, as per directions, it still seems to have a good "body," at least to the touch, and to the uninformed throwing this oil away is like throwing good money down the drain pipe. The oil may still have its "body," but the point is that mixed with it are impurities that score the bearing surfaces, promoting friction, wear, noise, and comparatively early expense for replacement and adjustment. The reason for this statement will be seen as we progress with the theme of how lubrication is carried on.

Every mechanism contains a number of bearings in which rotating or oscillating parts are supported, and the more arduous the conditions of operation the more carefully must the arrangements for the lubrication of these bearings be studied. This is very clearly seen in the case of a motor car chassis where, for example, the highly-loaded crankshaft receives very careful attention, the gear box and back axle less attention, a number of other bearings are left to the tender mercies of the driver and the grease gun, and still further there are several bearings for which no regular arrangements for greasing are made.

Wear, Noise, and Friction

The importance of correct lubrication for a working part can hardly be over-estimated, in view of its threefold influence. First, lack of lubrication results in an increase of friction, which involves a loss of power; secondly, a dry bearing will not run silently; and, thirdly, insufficient lubrication leads to rapid wear and risk of seizure. The life of a machine may, in point of fact, be said to be governed almost entirely by the life of the bearings which it contains. Commencing with the more important bearing surfaces, these are found in the crankshaft of the engine, and their duties are very arduous, owing to the high speeds at which they run and the heavy loads which they carry. It is quite common for a crankpin to support a load slightly in excess of a ton when running at maximum speed, which may be anything up to 4,000 r.p.m. in a touring car engine, and that it can do this without wearing out in a few hundred miles proves conclusively that there must be something separating the soft, white metal lining of the "big end" from the hard steel crankpin. This "something" is, of course, a film of oil.

It will be quite clear that the pressure of the oil as delivered to the bearing by the pump (amounting to only a few pounds to the square inch) could not possibly of itself force a film between the bearing surfaces, as the pressure of the film under load may easily amount to 1,000 lb. to the square inch or more. What actually happens may be seen from the large sectional view of the bearing shown in the illustration. The space between the shaft and the bearing shell is purposely exaggerated. In the diagram the shaft is carrying a downward load, and is rotating in a clockwise direction around the centre point. (B). The load presses the shaft downwards, but as soon as it begins to rotate it has a pumping action which causes it to drag round a crescent-like film of oil until, eventually, the point (H) is shifted to the left of the centre point of the bearing (A) to an extent dependent on the load and speed. Consequently, the point in the film where the pressure is greatest is somewhere out of line with the direction in which the load is acting. This is clearly shown in the illustration.

"High Revving"

While this is going on a certain amount of oil will naturally escape at the ends of the bearing so that it is essential to the working of "film-lubrication," as it is called, that there should be a copious supply of fresh oil introduced to the bearing at a point that is farthest removed from the high pressure section of the film. Furthermore, it is found to be an advantage to cut crescent in the sides as well as across the bearing surface, to form reservoirs from which the oil is fed to the high pressure area. When a film of oil is formed between bearing surfaces in this way, it will withstand an extraordinarily high load without breaking down, and can be squeezed until it is literally only a few molecules in thickness. It is, however, essential that the bearing surfaces should be smooth, as any projecting surfaces will bridge the clearance space and rub together, causing

rapid wear, and a probable seizure, if the high speeds are indulged in. It is for this reason that car manufacturers always caution drivers against "high revving" of new engines. It is impossible, even with the present-day machines, to prepare a bearing surface that is absolutely smooth. To the eye or to the touch they may seem absolutely perfect, but there are always little pieces which tend to bridge the oil film. These pieces have to be worn off carefully. The heat that they develop, caused by the friction set up in the wearing process, is directly proportional to the speed at which they are rotated, and it should be remembered that the fusing point of the white metal (of which the bearings are made) is comparatively low.

Another point requiring explanation is the matter of how wear is caused. It may logically be assumed that a bearing in which the surfaces are continually separated by a film of oil should never wear out. However, in the first place it will be obvious that a certain amount of wear must take place when the engine is started up before the film is fully formed, and, furthermore, any grit in the oil tends to become embedded in the soft white metal, where it remains to bridge the gap formed by the oil, and to rub against the steel shaft.

This at any rate, is the theory advanced to explain the fact that steel shaft will become worn when the much softer white metal in which it runs shows no sign of damage. These facts bring us directly to the reason why manufacturers of cars advocate the frequent changing of oil. It is the collection of grit and other impurities in the oil that promotes wear, and the only satisfactory way of getting over the trouble is to throw them out of the system by changing the oil. Of course, manufacturers are now incorporating oil filters and air cleaners in the equipment of engines, but while these are to a large degree effective, they only put off the evil day. There always comes a time when the amount of grit and sludge passed by the filters reaches a dangerous proportion in the oil.

How Bearings Overheat

When an engine is running, the oil film in the bearings is continually being sheared as the shafts rotate, and this naturally warms the oil by fluid friction. Consequently, a sufficient quantity of oil must be pumped through a heavy duty bearing in order to keep the temperature down to a reasonable figure, especially as white metal fuses fairly readily. This explains the reason why, in a racing car engine working at long periods at full load, it is usually found necessary to provide a radiator in which the oil can be cooled before being again circulated by the pump. In a touring car engine, sufficient cooling is obtained by allowing the oil to drain back to a fairly large quantity contained in the sump, from which the pump draws its supply. It is chiefly owing to this matter of cooling by means of oil that it has become a common practice to force feed the big end bearings or pans, directly underneath them, instead of lubricating them by splash alone, because the modern engine is run at such a high speed, that the big ends are very heavily loaded, and generate a considerable amount of heat. The old-fashioned splash method, in such circumstances, would allow a film to be formed, but would not keep the bearing sufficiently cool.

It should be remembered that the viscosity, or "body," of any oil decreases very considerably as it gets hotter, so that, in an overheated bearing the film thins down to danger point, while at the same time, the white metal warms up until it approaches fusing point. Oil may also become unduly thin by mixing with petrol passed by the pistons when the engine is cool.

Minor Bearings

Parts, such as pistons, which have a rubbing, instead of a rotating action, are naturally very difficult to lubricate satisfactorily, because they will not automatically generate an oil film. Consequently, all that can be done is to splash oil on to the surfaces and hope for the best. Of course, in the case of a piston the side thrust is taken on a large area, so that the actual pressure is comparatively small.

Still more difficult to lubricate satisfactorily are various minor bearings, such as the spring shackle pin bushes, in which the range of movement is comparatively small, while the load is high, and acts always in the same direction. The result is to squeeze the lubricant away from the bearing surfaces, while the range of movement is hardly sufficient to draw it between them again. As a result, the surfaces are greasy, but not film separated, so that unless they are of really ample area wear is liable to be rapid. If such bearings are left for long without the attention of a grease gun matters are, of course, made very much worse. It is largely on account of the difficulty in providing efficient lubrication for these parts that manufacturers are starting to incorporate fabric and rubber shackles. Notable among these are the Bolex-Hobson fabric shackle, and the Silent-Bloc rubber bush, as fitted to Chrysler models.

From the foregoing, it will be

FIVE OUT OF SIX

WILLYS-KNIGHT'S FINE
FEAT

MODEL "56"

With the Willys-Knight model "56" setting an outstanding performance record in this country, which is reflected in the wide public demand for this lowest priced Knight engine six, comes word from Australia of the signal success of the same car in the annual automobile contests staged under the supervision of the Royal Automobile Association of Australia.

The Willys-Knight "56" in the Australian contests made an outstanding record by winning five of the events in which it was entered and finishing second in the sixth—a veritable clean sweep for this model.

The contests, which were open to all stock cars of the world, included hill climbing, acceleration, speed, slow running, economy and reliability. In the three various classes there were 49 competitors representing automobile manufacturers of Great Britain, Continental Europe and the United States.

Gruelling Drive

Compared with the records established in contests held in previous years, the performance of the Willys-Knight in 1928 Australian events has never before been equalled by a car of any other make.

In a recent campaign in Brazil under the auspices of the Good Roads Association, eight cars were entered over the difficult 200 kilometre route from Sao Paulo to Campos to Jordao and return as a manifestation of that country's demand for better highways.

In this gruelling drive over an almost impassable road, a Willys-Knight Great Six was one of the only two cars that reached Campos do Jordao and the only car of the eight that made the return trip to Sao Paulo.

STILL IN USE

STUDEBAKER ROADSTERS IN
HANDS OF PILOTS

HARD TO BELIEVE

What becomes of the Studebaker cars that break endurance and speed records is a question often asked by motorists who find it hard to believe that any car, regardless of its durability, can stand up under the strains of long sustained speed such as the famous 25,000-mile run and still be in condition to run after the grind has been completed.

An answer is found in a pair of stock Studebaker Commander roadsters, both of which covered 25,000 miles on the Atlantic City Speedway at an average speed of 65.31 miles per hour. Both cars are now in daily service, and both have more than 50,000 miles on their speedometers.

One of these famous Commanders is in the hands of Abe Jenkins, who holds the trans-Continental record from New York harbour to San Francisco bay, made with a fully equipped stock Commander sedan. The other is serving Ralph Hepburn, the race pilot, who is campaigning the big board speedways in quest of the American Automobile Association racing championship.

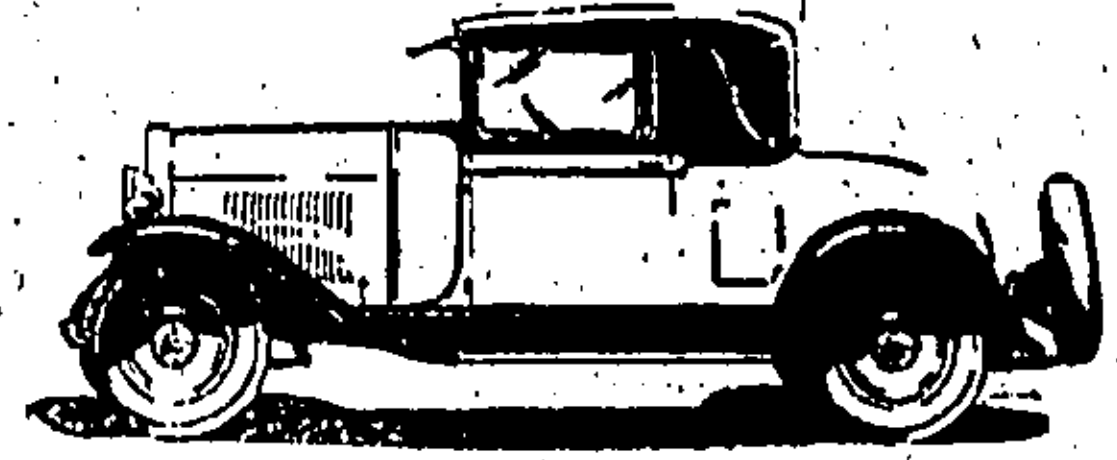
Commanders

That the Commander loses none of its speed in spite of the most severe use was demonstrated not long ago on the boards of the Atlantic City Speedway during the unique tests in which women drivers piloted Studebaker cars in 500-mile endurance runs.

One of the cars used was Abe Jenkins' Commander roadster. When the first of the four feminine pilots settled herself behind the wheel for the start of the run, the speedometer registered just 51,589 miles. During the next 588 minutes the Commander whirled around the mile and a half board speedway at an average speed of 77.21 miles an hour for 500 miles.

Many times during the run the speedometer rolled past the "eighty" mark. At the end of the run the pilot who drove the finishing laps was so jubilant over the performance of the car that she kept on going for another five laps, turning them at an average of 82.1 miles an hour.

seen that the business of lubrication is by no means a simple one. Manufacturers of cars, in conjunction with the various oil companies, have spent large amounts of money on research in this direction, with the result that they now know at least a little about the problem. The stress that is laid on lubrication in every car instruction book is not merely a "scare" section, but an honest endeavour on the part of both manufacturer and oil man to assist the driver of a car to get the best service and longest life possible from it. Make it a habit to follow the oiling chart provided with the car religiously.

QUIET
THAT IS
RESTFUL

Quiet as a bird in flight, silent even at great speed, giving genuine rest on thousands of noiseless miles—such is the great New Oldsmobile Six.

Rubber and sound-deadening cushions freeing both body and chassis from noises, plus exacting construction methods found only in the manufacture of the most expensive cars, give you this quiet that is truly restful.

Oldsmobile owners are now receiving, at a price difficult to believe, the advantages of engineering principles, and master touches of construction, denied to all but the most luxurious car owners.

Why deny yourself these comforts any longer?

OLDSMOBILE

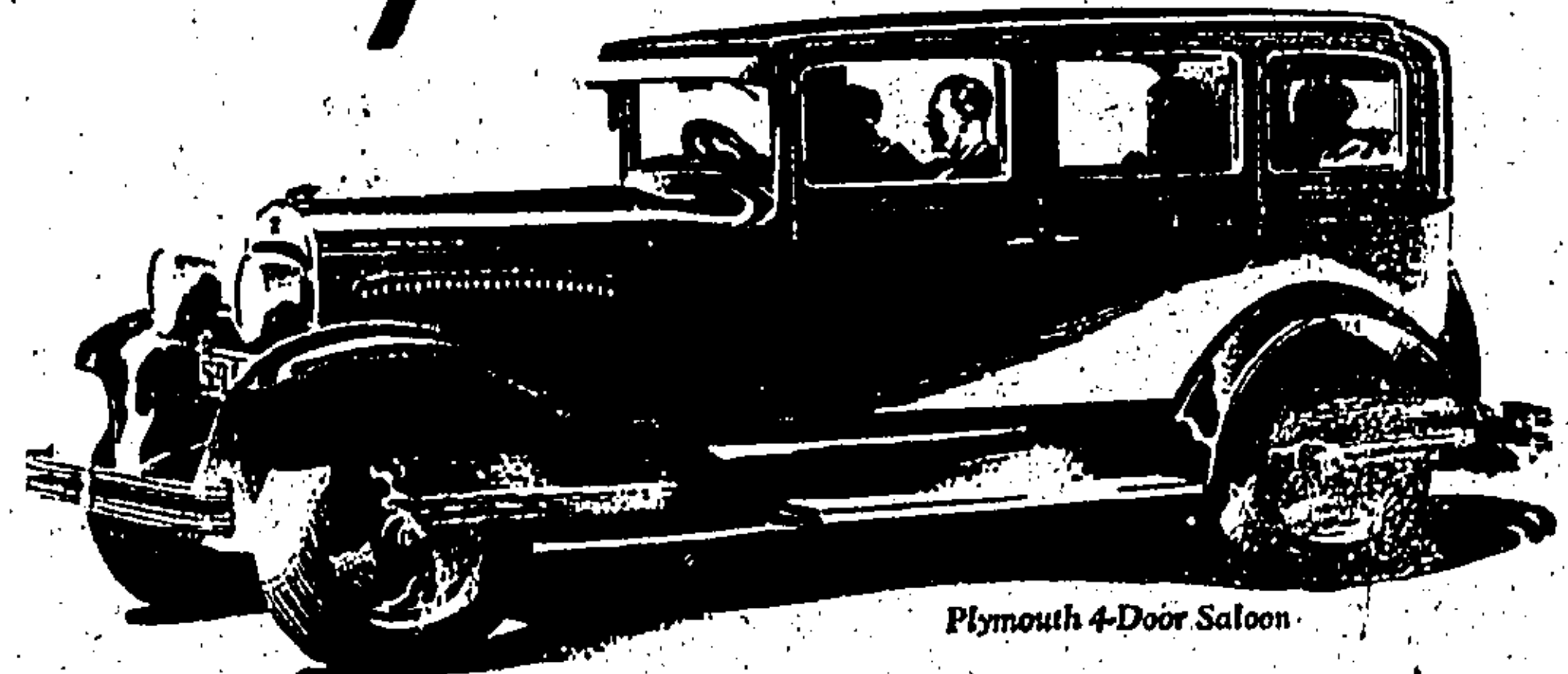
Touring	MS\$2,500.00
Roadster	MS\$2,500.00
Sedan (2-door)	MS\$2,600.00
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THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

YOU CAN BUY A BIGGER CAR BUT NOT A BETTER ONE.

CHRYSLER
Plymouth

Plymouth 4-Door Sedan

"Can Enough Be Built to Meet the Demand?" That's What They All Ask as Soon as They See and Ride in This Remarkable Car



PLYMOUTH

The low-priced car market is undergoing a terrific upheaval. On all sides you hear enthusiastic approval of the new triumph of Chrysler engineering—

The New Plymouth.

The hundreds of thou-

sands who have already inspected the Plymouth details and have experienced its smooth and economical performance, its luxurious comfort, have enthusiastically acclaimed it as setting up an entirely new high measure of low-priced quality and value.

And naturally, they have

asked what is only an obvious question after seeing the new Plymouth—"Can enough be built to meet the demand?"

Be sure to see the new Plymouth. Check it over in detail. Don't be content until you ride in it and drive it. Then you too will ask, "Can enough be built to meet the demand?"

Price \$2,500

Completely equipped, with leather upholstery.

Sole Agents:—

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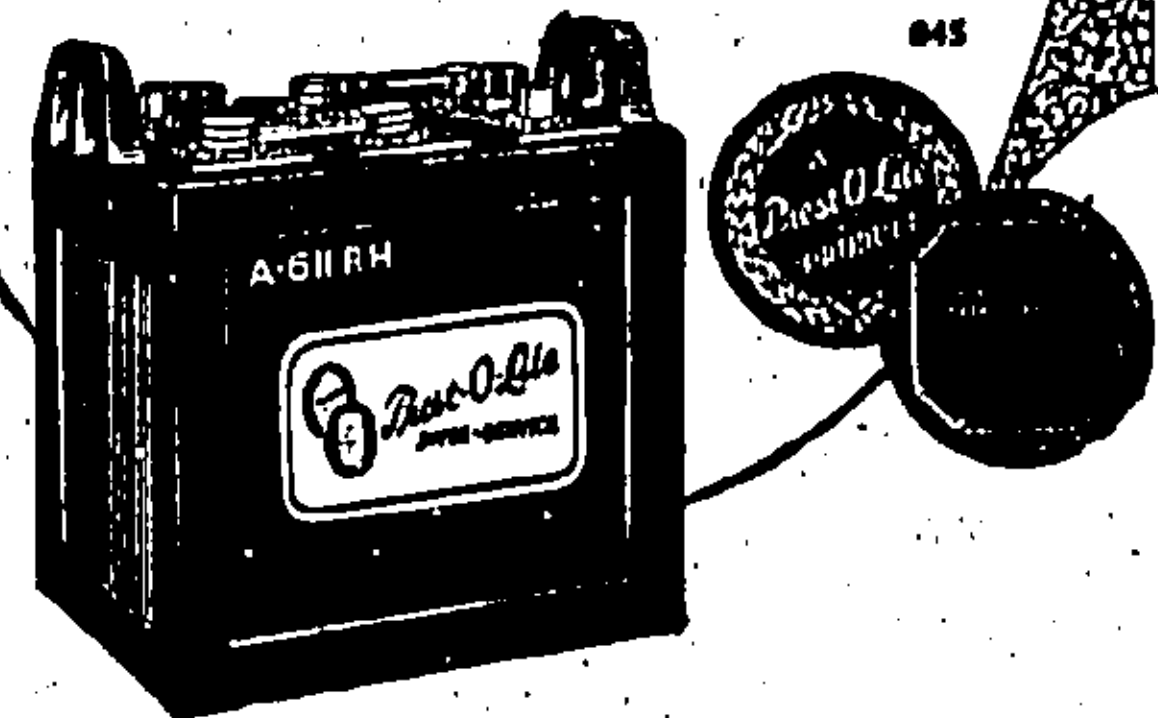
Prest-O-Lite Battery

PREST-O-LITE Super Service storage batteries are all that the name implies. Exceptionally powerful and long lasting, they are made of the best materials that can be assembled.

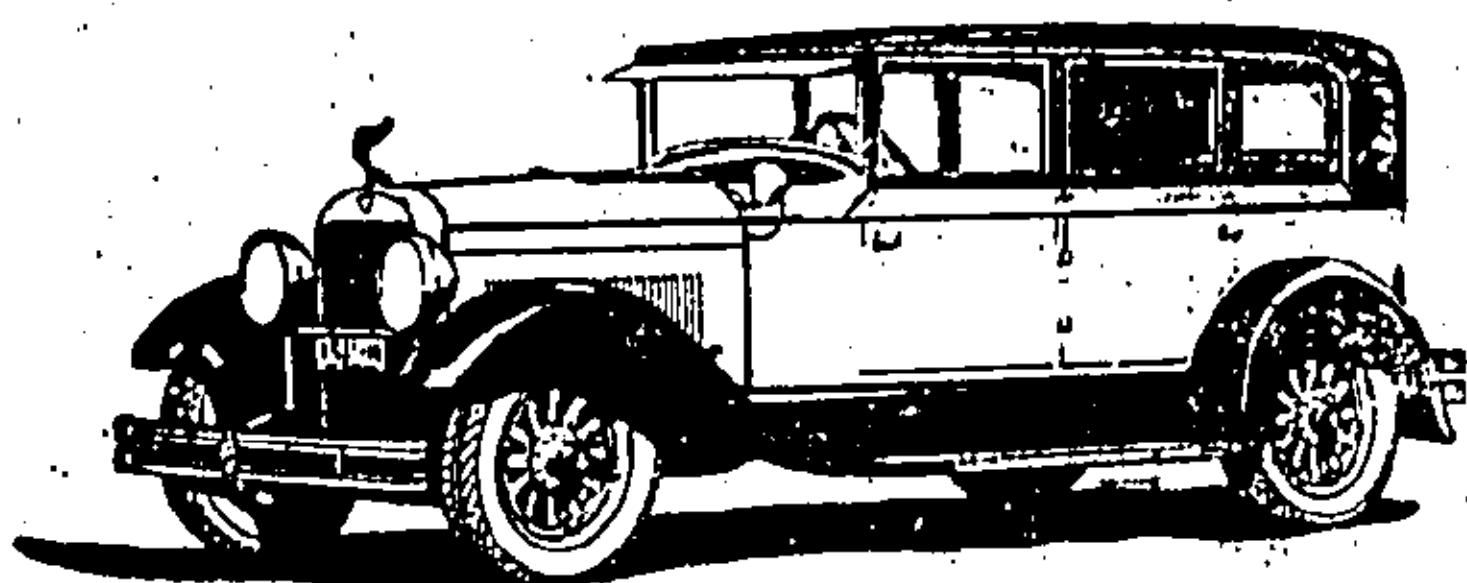
The separators in this battery are made of especially selected and treated cedar—for high porosity; reinforced with hard rubber strips—for strength and durability. Other features of construction combine to make it the most powerful and lasting battery that has yet been devised.

Prest-O-Lite Super Service Batteries will give you far greater satisfaction and prove much more economical than any other battery you ever used.

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ESSEX TOURING



\$2,250

1929 Model

NOW ON VIEW

at

KIN CHEONG HONG

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Telephone C. 6.

INTERESTING STORY

MOTING TASTES OF FAMOUS FILM STARS

SOME REVELATIONS

The following article by Rob Wagner will make interesting reading to local cinema fans. It endeavours to reveal the eccentric motoring tastes of movie stars. That the job is difficult the author admits.

Rob Wagner says:—"Harold Lloyd and I were quietly walking on Beverly Drive when suddenly down the street came roaring a big Packard car embellished from bumper to windshield with every kind of squirt-light, horn and other gadget that could be hung upon it. As the kaleidoscopic monster sped by, a grinning face peered over the side, while at the same time a siren like a steam calliope kiddingly greeted us. It was Monte Blue—the eternal boy!

Nearly every star in Movieland has at least one Packard, and the agent in Beverly Hills tells me that when he sells a car the fun is just beginning. If the thing is blue they want it pink; and if it's pink they want it purple—a lower top, a longer body, a changed this and a new that!

Lady Stars

The women stars for the most part, knowing nothing of mechanics, are interested only in externals—the smartness of the body and the colour. Leatrice Joy wants her limousine a deep maroon, while Fay Wray insists upon a blue body and grey top. Lois Wilson prefers a certain shade of tan while Colleen Moore's Packards have always been a deep blue. Incidentally, Colleen's husband, John McCormick, recently bought a car, insisting that the roof be high enough to permit his wearing a top hat.

But if the movie girls are shy on mechanical knowledge they certainly demand domestic comfort. Corinne Griffith has had her big Packard limousine arranged so that she can instantly convert it into a

corking dressing room big enough to accommodate herself and maid, so that on location she has no need for the usual messy make-up tent provided for the cast.

Unique Devices

Bebe Daniels, has a "beach car" containing all sorts of intriguing closets for the storing of wraps, sun-shades, bathing suits and picnic equipment.

Norman Kerry, recently bought a new Packard and after having it torn apart and rebuilt to suit his light-hearted fancies, equipped it with huge truck tyres. Norman may be fancy, but he's going to be safe, by gad!

Buck Jones has a little statuette of himself on the radiator cap, while Tom Mix has his car upholstered with crocodile skin and his name shamelessly emblazoned athwart its sides. John Monk Saunders, author of Wings has a unique device to accommodate his peculiar needs. One of the auxiliary seats when turned over, becomes a portable typewriter! Curiously enough, Richard Dix with his ebony-black car and furnishings, attracts attention by his attempted modesty. Folks don't expect such things from movie stars.

And the big studio cars! Tom Mix has a huge bus that holds eight or ten people, camera equipment, reflectors and what-not with a top that becomes a platform from which to shoot running shots, or is used for a grandstand during exciting close-up stuff. Then there is Fred Thompson's famous camera-car! Fred is a mechanical genius and he has built upon a Packard chassis a whole battery of trick cameras with which he can take every imaginable running shot or sensational fall. Silver King, Fred's big white horse, is the snobbish member of the troupe. He insists upon having his mobile palace all to himself and his private chauffeur must drive a separate car.

Yes, the Mummies of Movieland have the freakiest motor-car notions in the world; but as Charlie Chaplin's Japanese chauffeur said regarding some guests awaiting outside the studio: "They are very nice people; they come in Packard!"

A LIFE-SAVER

DEVICE FOR ROLLING VICTIMS TO SAFETY

ELECTRIC 'MASSAGE' MACHINE

If certain further tests which are about to be made in London on a new life-saving device for motor vehicles prove successful, it is possible that pedestrians will no longer dread the prospect of being run over in the street. Instead of being thrown violently on the ground and crushed under the wheels of an oncoming car, the "victim" will be struck a series of harmless, glancing blows by an electric "massage" machine, and then rolled over and over on the ground until the colliding vehicle comes to a standstill.

This ingenious device is the invention of a well-known London surgeon, Dr. V. J. Clifford. It has lately been demonstrated with such success to the English Home Secretary and the Chief Commissioner of Police, that the London General Omnibus Company has promised to fit three of their lorries with the appliance and carry out tests over the next six months. Sir William Joynson Hicks stated in the House of Commons that if the Chief Commissioner of Police considered the invention necessary in the public welfare, he could make it a condition of licence for a vehicle.

The device is an electrical one. It consists of a long roller carried in a horizontal position in front of the vehicle about eight inches clear of the ground. As soon as it strikes any obstacle a trip mechanism drops the roller almost on to the ground, and simultaneously sets in motion a ten or twelve volt electric motor, which takes its current from the starter or the lighting circuit. The driver can also operate the motor by means of a switch.

150 Revs. a Minute

This motor, by means of a worm gear, drives the roller at a speed of about 150 revolutions a minute in the opposite direction to the wheels of the car. The effect of this is that the "victim" cannot be run over. Instead he is rolled over and over on his side, and by being kept in front of the car he is in no danger of being run over by another vehicle coming up behind.

During the last few weeks the most exhaustive tests have been made in London, where the Clifford "Lifeguard" is fitted to a twelve-ton motor lorry. Men and boys have allowed themselves to be run into at speeds up to 10 m.p.h. In every case they have been uninjured. Their clothing has not been torn, and it has been found impossible even for an overcoat to become entangled in the mechanism.

The Lifeguard is really a form of massage machine. The roller consists of a number of light hollow cylinders made of Paxoline, or compressed brown paper, mounted on a spindle. As the slightest touch instantly sets the roller in motion, even the initial blow the "victim" gets being a glancing one, the subsequent ones are like a somewhat vigorous form of massage.

Statistics show that at least three-quarters of motor accidents involving pedestrians occur at speeds between ten and fifteen miles an hour. Tests made recently with the Lifeguard show that in practically all these cases the pedestrian would escape with at worst a few slight bruises. As a conservative figure it is estimated that 70 per cent. of motor fatalities would be averted.

Since their inauguration, more than 6,000 life-saving appliances have been submitted to the L.G.O.C., but out of these only 40 have been considered worthy a trial. Every one of these 40 have failed utterly in its object. In many cases the effect has been to involve the dummy figure in the mechanism. In others it has been to throw it to the side of the vehicle where it is in danger from other vehicles. Dr. Clifford's invention strikes an entirely different note because it is in motion, and because instead of diverting the "victim" it keeps him in front of the roller where he is comparatively safe.

The diameter of the roller is only five and a half inches, so that it is not at all unsightly. Dr. Clifford hopes to reduce this dimension to about three inches for private cars.

SPEED BEAUTY SERVICE

YES SIR, IT'S A — YOU WANT PONTIAC

CHEAP MOTORING

NEW ERA FOR MOTOR TRANSPORTATION?

SUCCESSFUL TESTS

Are we on the threshold of a new era in power production for motor transport? writes the "Daily Express" Motoring Correspondent.

Tests, as I have already revealed, are being carried out by the R.A.C. into the powers and capabilities of the Diesel crude oil engine, which it is claimed does the same work as the ordinary petrol engine without the assistance of carburettor, magneto, or sparking plugs.

I hear splendid accounts of the performance of the lorry chosen for the experiment, from a friend who followed it when it made its first test along the main London-Oxford road.

My friend was between Gerrards Cross and High Wycombe when he came on a lorry and trailer moving at the rate of about ten miles an hour, and was at once struck by the fact that the combination, whose total weight was about twenty tons, was moving unusually silently and extraordinarily steadily. He also noticed a smell which he likened to burnt varnish exuding from the vehicle.

"I have never heard a lorry move so silently—it was as quiet as a limousine," he said to me.

Second Experiment

The second test by the R.A.C. will be carried out but it is unlikely that the results will be made public for some time. Both tests are being carried out by the club's observer, Mr. R. W. Sprague, and he is paying particular attention to the following points, which the makers of the engine claim give the engine a superiority over the ordinary petrol engine:—

The fuel is inherently safe, being non-inflammable; if poured on an ordinary fire it will put it out.

It is cheap—between 3d. and 6d. per gallon—and is not subject to tax.

The engine has a wide range of speed and will "tick over" well and surely at low revolutions.

A lorry fitted with this engine will climb steep hills on top gear and without any undue strain.

There is no need to warm up the engine at all, as it is fitted with electrically-heated plugs fitted into the combustion chamber, so as to warm the contained air up to the required temperature—thus overcoming the usual difficulty of a lorry driver in starting up his engine first thing on a cold morning.

Many other advantages over the ordinary petrol engine are claimed, and those who are handling the engine believe that it will not be long before the Diesel-engined touring car for the "man in the street" will be on the market.

AVIATION & AUTOS

CHEVROLET SEES NO SERIOUS COMPETITION

ONE WILL HELP OTHER

What effect aeroplane development will have on the automobile has frequently been discussed by those close to both industries, as well as by laymen interested in the transportation methods the future may evolve.

Is an era of keen competition ahead? Will the aeroplanes relegate the automobile to a place beside the horse and buggy?

Decidedly no, in the opinion of Mr. H. J. Klinger, general sales manager of the Chevrolet Motor Company. The two industries will rather follow parallel lines of development, with each one aiding the other, the Chevrolet sales leader declared in an interview.

Little Competition

"There will be no more competition between aeroplane and the automobile than there is between the newspaper and the radio," Mr. Klinger stated. "When the radio first began broadcasting news despatches, there was talk of it supplanting the newspaper. To-day the newspaper prints radio news, and the news items broadcast by the radio rather whet the appetites of newspaper readers. Each one serves the other."

"I believe the aeroplane and the automobile will follow similar lines of development."

"I believe that for every aeroplane that goes in the air at least two automobiles will go on the ground."

"The owner of an aeroplane will need an automobile to take him from his home to the airport. He will need another car to take him from the landing field downtown to his destination. Meanwhile, his wife and family will need a car at home while his is parked at the airport awaiting his return. Every flight will call into use at least two or three cars."

THE SILVER ANNIVERSARY BUICK



NEW

17% MORE POWER

CLUTCH FACINGS

MAIN BEARINGS

CARBURETION

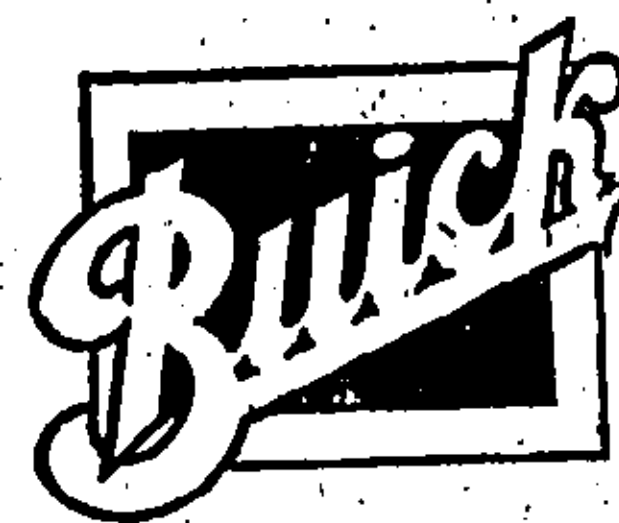
VALVE TIMING

CRANKSHAFT

OIL PUMP

GAS PUMP

A tremendous increase in power in a motor already the most powerful of its size in the world.

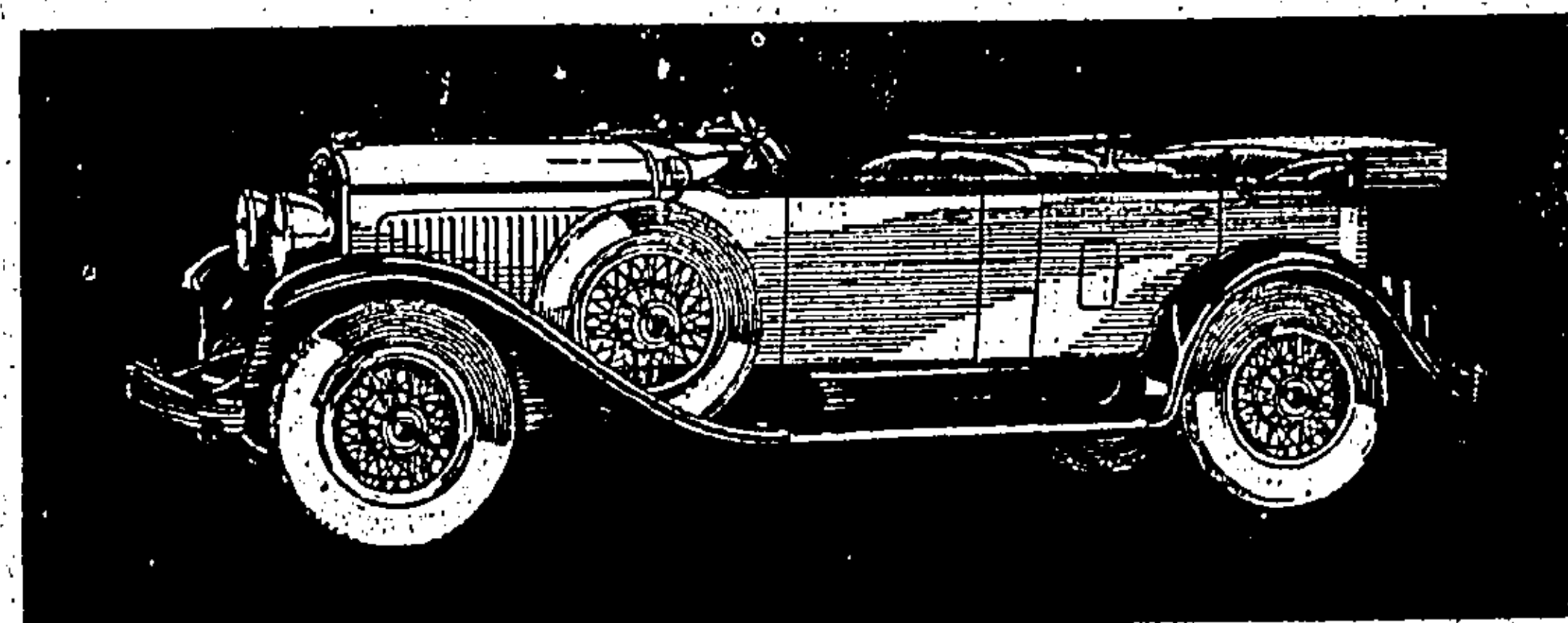


THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

Not Chrysler—but the Chrysler Public



BBROADLY speaking, the measure of any man's success is the size of the public behind him.

He grows as his public grows—as his acts are approved in increasing volume by an increasing public.

These few words tell almost all there is to the Chrysler story—or give, at any rate, the root-reason why Chrysler looms large on the motor car horizon.

Chrysler has never halted or hesitated, because Chrysler is free and has no obligations to anyone but its own public—no limit except the limit of its own creative powers, its own energy and enthusiasm, its own faith in the boundless resources of the nation.

Chrysler quite frankly confesses its intention to try to surpass other cars and other manufacturers—quite frankly admits an enthusiastic ambition for continued leadership in value giving—quite frankly intends to leave nothing undone to earn and deserve and hold the greatest motor car public in all the world.

This, it seems to the Chrysler management, is the urgent need of every manufacturing institution which aspires to satisfy a swiftly-moving public—to realise that it does move, that yesterday is dead, that laurels wither, that today is gloriously alive, that tomorrow calls clamorously for greater and greater endeavor.

Due to arrive per S.S. "President Mackinley."

Price \$4,300

Completely equipped, with rear windshield and 6 wire wheels.

Sole Agents—

A. LUNG & CO.

SHOW ROOM:

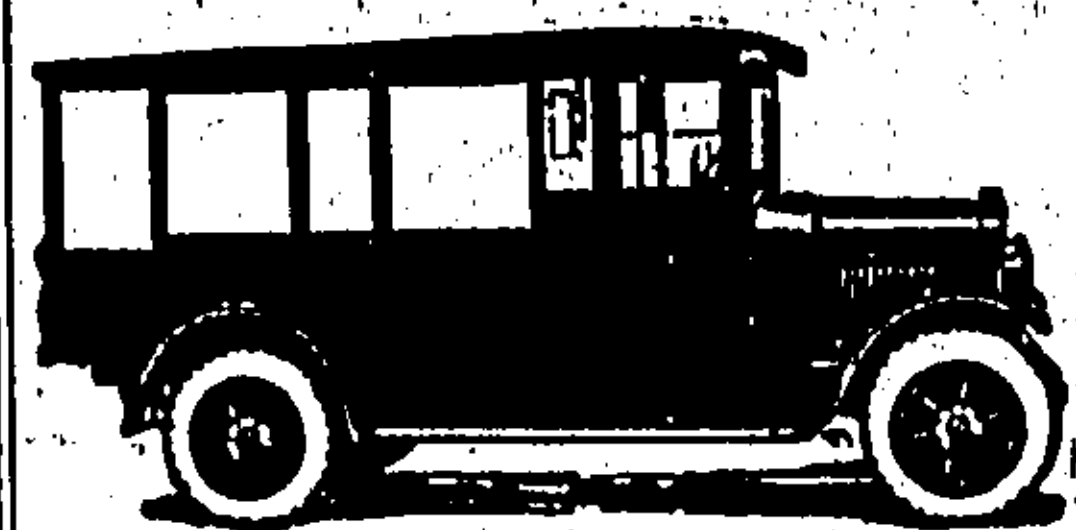
19, Queen's Rd., C.

Tel. C. 1219.

SERVICE STATION:

Percival St., Wanchai.

Tel. C. 4316.

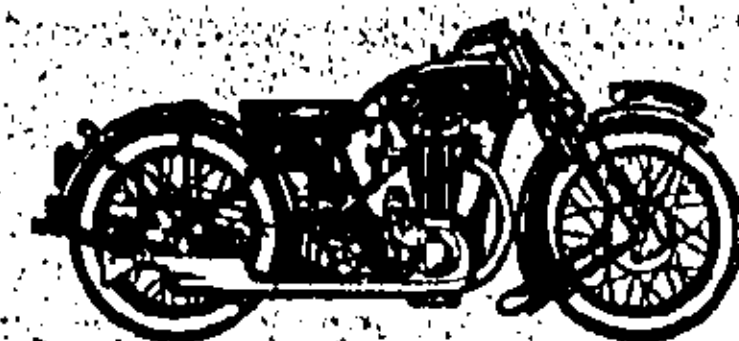


FEDERAL TRUCKS.
1-7 1/2 Ton Capacity.
Sole Agents:—
KIN CHEONG HONG.
37, Connaught Rd. C. Tel. C. 6.

China Mail

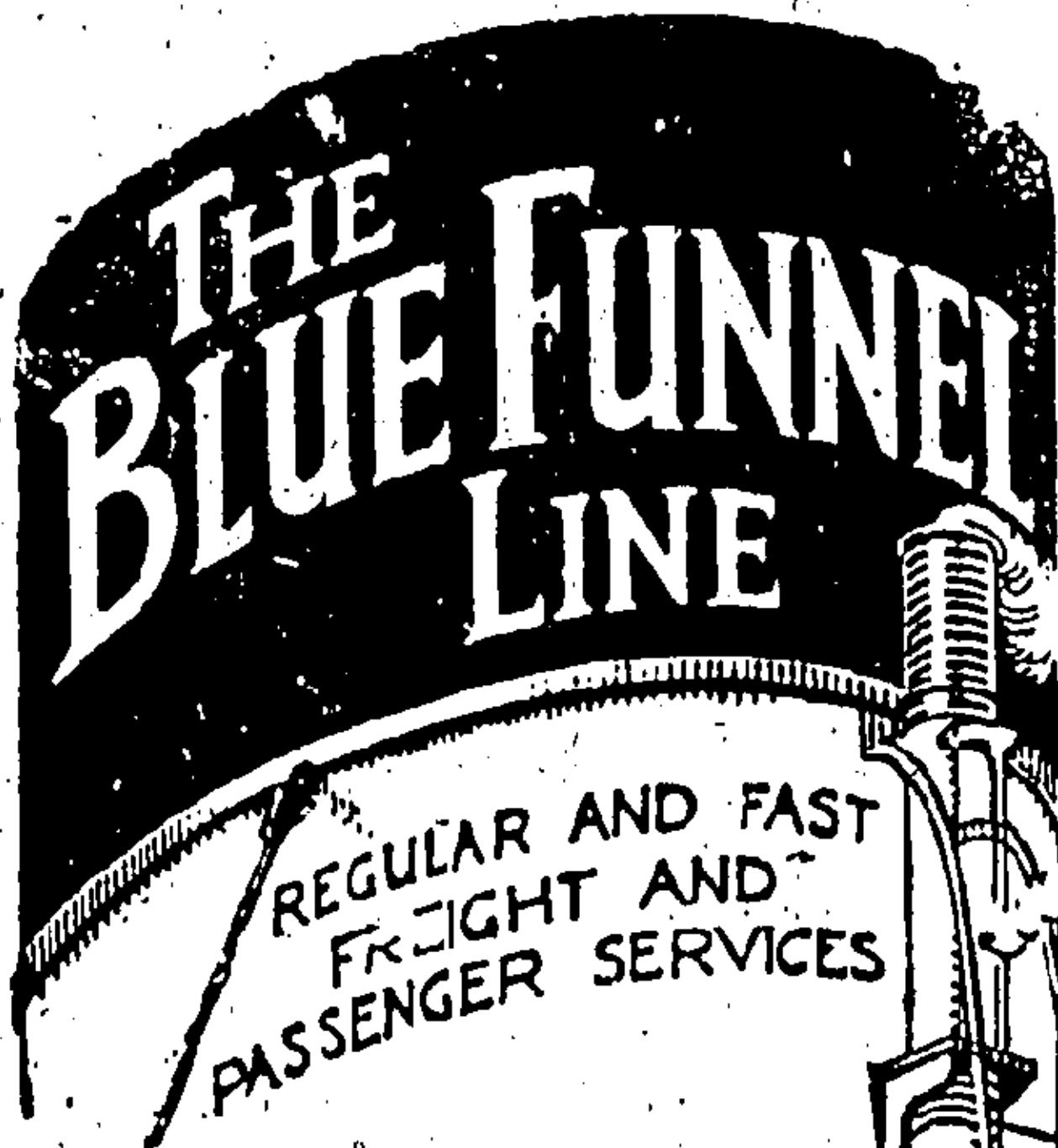
ESTABLISHED
1845

HONG KONG, THURSDAY, NOVEMBER 1, 1928.



ROYAL ENFIELD
NEW HUDSON
MOTOR CYCLES.

Sole Agents:—
A. LUNG & CO.
19, Queen's Road C. Telephone C. 1219.



LONDON SERVICE.

"MENELAUS" 13th Nov. Marseilles, London, Rotterdam & Hamburg
"ANTENOR" 22nd Nov. Marseilles, London, Rotterdam & Hamburg
"DIOMED" 11th Dec. Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow
"GLAUCUS" 20th Dec. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA
"IXION" 17th Nov. Victoria, Vancouver & Seattle
"TYNDAREUS" 18th Dec. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"PYRRHOS" 17th Nov. New York, Boston & Baltimore

INWARD SERVICE.

"DEUCALION" Due 2nd Nov. For Shanghai, Kobe & Yokohama
"CYCLOPS" Due 4th Nov. For Shanghai, Kobe & Yokohama

PASSENGER SERVICE.

"ANTENOR" 28th Nov. Singapore, Marseilles & London
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*Sails at daylight
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

XMAS AND NEW YEAR PARCELS MAIL FOR GREAT BRITAIN.

Xmas and New Year Parcel Mail for Great Britain will be closed in the General Post Office at 5 p.m., the 9th November per a.s. "Macedonia".
This mail is due in London on the 14th December.

INWARD MAILS.

From	Per	THURSDAY, NOVEMBER 1.
Japan	1.	Takliwa
Shanghai and Amoy	2.	Luchow
FRIDAY, NOVEMBER 2.		
Japan	3.	Arakura
Europe via Negapatam (Letters only, London, 4th Oct.)	4.	Tilawa
Europe via Negapatam (Papers only, London, 4th Oct., and parcels, 27th Sept.)	5.	Kashmir
Japan and Shanghai	6.	Hakusan Maru
SATURDAY, NOVEMBER 3.		
U.S.A., Honolulu, Japan and Shanghai	7.	President Adams
Shanghai and Swatow	8.	Sinkiang
SUNDAY, NOVEMBER 4.		
Manila	9.	Empress of Asia
MONDAY, NOVEMBER 5.		
U.S.A., Honolulu, Japan and Shanghai	10.	President McKinley
TUESDAY, NOVEMBER 6.		
Saigon	11.	Andre Lebon
Australia and Manila	12.	Taipei
Australia and Manila	13.	Tanda
Japan	14.	Himalaya Maru
Japan and Shanghai	15.	General Metzinger
U.S.A., Honolulu, Japan and Shanghai	16.	Korea Maru
WEDNESDAY, NOVEMBER 7.		
Japan	17.	Rakuyo Maru

OUTWARD MAILS.

For	Per	THURSDAY, NOVEMBER 1.
Holhow, Pakhoi and Haiphong	1.	Limchow 5 p.m.
FRIDAY, NOVEMBER 2.		
Swatow, Amoy & Foochow	2.	Hachang 1 p.m.
Wei Hai Wei	3.	Kueichow 2.30 p.m.
Sam Shui and Wuchow	4.	Kochow 4.30 p.m.
Amoy	5.	Yuen Sang 5 p.m.
Fort Bayard, Holhow and Pakhoi	6.	Hanoi 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 2nd Dec. K.P.O. Registration 8 p.m. Letters 4.30 p.m. G.P.O. Registration 4.15 p.m. Letters 6 p.m.	7.	Hakusan Maru
SATURDAY, NOVEMBER 3.		
Macao	8.	Lungshan 10.15 a.m.
Holhow	9.	Kaying 10.30 a.m.
Straits and Calcutta. Parcels noon. Letters 1 p.m.	10.	Takliwa
Haiphong	11.	Topkin 1.30 p.m.
Japan	12.	Kashmir 5 p.m.
Shanghai and Europe via Siberia	13.	Kashmir 6 p.m.
SUNDAY, NOVEMBER 4.		
Macao	14.	Talsan 8.45 a.m.

*Correspondence bearing route's name only.

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"GRAF ZEPPELIN'S" PROGRESS

REACHES GERMANY MAKING A HERO OF THE STOWAWAY

LUCRATIVE OFFERS

Friedrichshafen, Yesterday.
The "Graf Zeppelin," travelling fast with favouring winds, is expected here at latest by 10 o'clock to-night.

The landing place has been lavishly decorated.
The stowaway, Clarence Terhune, will have little difficulty with the authorities as the new German sporting spirit is impressed by his escape.

The American Consul has arrived to arrange as to his passport formalities. Two offers of employment are awaiting him, one from the famous Hagenbeck circus at Hamburg, the other from big stores in Aix la Chapelle. Terhune has been asked by the latter to name his own terms.

Over France

Another telegram states that the "Graf Zeppelin" was off the mouth of the River Gironde at 3.30 in the afternoon (Greenwich time).
The "Graf Zeppelin," which flew over Tours at 8.20 this evening, was apparently proceeding in the direction of Blois and Paris. She is now not expected to arrive at Friedrichshafen until the morning of November 1.

New York, Yesterday.

The "Graf Zeppelin" is carrying a ton of mails, in respect of which the German Postal Administration will be credited with \$15,142 by the American Post Office.

Enterprising Stowaway

Berlin, Yesterday.
The young stowaway on the "Graf Zeppelin" while aboard sold the newspaper rights of his story for a large sum.

250 Miles Off Ireland

An earlier telegram from Berlin stated that the "Graf Zeppelin" was at 5 a.m. (yesterday) 250 miles to the south-west of Ireland.

Over Germany

Berlin, Yesterday.
The Zeppelin has arrived over Germany and has been sighted at Waldshut and Baden at 3.30.

At Destination

Friedrichshafen, Yesterday.
The "Graf Zeppelin" has arrived.—Reuter.

THE "SPECTATOR"

CELEBRATES ITS HUNDREDTH ANNIVERSARY

KING'S CONGRATULATIONS

London, Yesterday.
Representatives of politics, the law, literature, medicine, journalism, commerce and guests also from the Dominions were present at a dinner at Claridge's given by Major John Astor in celebration of the centenary of the "Spectator".

The front page of the menu was a reprint of the front page of the "Spectator's" first number, while the back was a reprint of a 1928 page.

Major Astor read a telegram from H.M. the King congratulating all concerned on the occasion.

Mr. Stanley Baldwin, in his speech, described the "Spectator" as a national institution which had had the remarkable good fortune of being conducted for a century by only four men. Its survival was a noble tribute to its innate British stability. It had been a bond of union among all English speaking peoples.—Reuter.

OFFICER STRIPPED

Peking, Yesterday.
Mystery still surrounds the case of an officer in the Manchurian Army travelling to Peking, allegedly to enter into negotiations, who was dragged off the train at Lofa yesterday by Nationalist soldiers and stripped naked before everyone. He was finally dragged to an outhouse where he was detained.

It is feared that the incident will impair the relations between the National Government and Manchuria.—Reuter.

A large farm building and stables at Heath Farm, Crawley, Hampshire, the property of Col. George Philippi, the polo player, have been destroyed by fire.

U. S. PRESIDENTIAL ELECTION

A HUGE VOTE

FINAL RESULT UNLIKELY TILL 7TH INSTANT

"MANY GUESSES"

Washington, Yesterday.
The result of the Presidential Election on the 6th inst. will not be definitely known until the afternoon of the 7th at the earliest, in view of the huge vote expected and the corresponding slow returns.

Many guesses will be made as to the final result, based on the early figures from doubtful States, which hold the balance of power in the election, such as New Jersey, New York, Pennsylvania, South Carolina and Connecticut. Their results will be available on the night of the 6th inst.—Reuter's American Service.

EUROPEAN'S CHASE

(Continued from Page 1.)

Continuing, Mr. Murphy said that following a report of the robbery, the police made inquiries and secured a chopper which had been picked up outside the shop by one of the in-

KEEPING FINE

N. E. winds, fresh, fine, is the forecast until noon to-morrow.

A large anticyclone central between Korea and Japan now dominates the map. Moderate to fresh monsoon may be expected along the S.E. coast of China and over the China Sea.

The following was received from the Manila Observatory at 9.30 a.m. to-day:—

Manila 51st. 3.40 p.m. Cyclone or typhoon near or over the Bonin Island moving N.E. or E.N.E.

mates. Then, acting on information received, a party of police raided the top floor of No. 198 Praya East, the inmates of which were surprised by the raiders, who entered by the roof.

Stole Pearls

The second male accused was found sleeping in the rear cubicle. A search of this cubicle revealed a string of pearls concealed in an unlocked box. These were the pearls stolen from Mr. Whitley's house. The first male accused was arrested in the front part of the floor. He was also sleeping and was pointed out to the police by the informer.

Both men were taken into custody. Consequent upon information given to the police by the first man, detectives, together with the two prisoners, visited No. 147, Wongnei-chong-road. The female defendant put her head out of a window in reply to a knock on the street door and spoke to the first male accused who asked her to bring down the revolver.

Woman and Revolver

The woman withdrew from the window, and after about ten minutes came to the door and handed the revolver to the prisoner. The revolver was wrapped up in a local newspaper dated June 18, 1928, and a handkerchief. She was also arrested and charged.

Later, the first male accused took the police to a Wanchai pawnshop where the red woollen blanket stolen from No. 63, Shaikwan-road, was recovered. The wrist watch was recovered from a pawnshop in Yau-mat, also on the information of the first man.

Mr. Murphy added that an identification parade was subsequently held at Central Police Station, but without result, as the victims of the Shaikwan-road robbery failed to pick out either of the men.

Mr. Lindsay remarked that there seemed to be no evidence against the second man.

Mr. Murphy replied that there was some evidence, as both men made statements to the police when they were charged.

Evidence was then called, and the case continued in the afternoon.

Sir N. F. Warren Fisher, Permanent Secretary to the Treasury, opened at Hayling Island, Hampshire, a home of rest for all branches of the Civil Service.

PASSING OF RUBBER RESTRICTION

MERRY BROKERS

IRONICAL EPITAPH IN THE EXCHANGE

"WHO KILLED COCK ROBIN?"

London, Yesterday.
An ironical epitaph in "memory of old man restriction," draped in crepe (rubber) was conspicuously placed in the Rubber Exchange adjoining a note which invited all interested to attend a "memorial service" in the evening to celebrate the termination of restriction.

Meantime, the brokers' business all day was punctuated by the singing of a parody, beginning "We killed Cock Robin, We, said the Dutch," copies of which were printed and distributed this morning.

Official Statement

The Colonial Office, in a statement, confirms the previous announcement of the removal of all restrictions on the export of rubber from British Malaya and Ceylon on Nov. 1.—Reuter.

Restriction Goes

London, Yesterday.
The Colonial Office issues the following:—

"As already announced, all restrictions on the export of rubber from British Malaya and Ceylon will be removed on November 1.—British Wireless Service.

THE PONS AFFAIR

SEVERAL SENTENCED TO PENAL SERVITUDE

"KILL THE POLICE"

Saintes, Yesterday.
Six of the arrested in connection with the Pons affair have been condemned to imprisonment of between 6 and 80 days with slight fines. One received the benefit of the First Offenders' Act.

Police evidence showed that the accused called on the crowd to kill the police.

Prejudice

The anti-clerical prejudice of the Radical Socialists has been aggravated by the Pons affair, and M. Herriot at the Cabinet meeting yesterday is reported to have demanded the rejection of Article 71. M. Poincaré and M. Briand opposed the demand. Later, President Doumergue conferred with M. Herriot, but no agreement appears to have been reached.—Reuter.

JAPAN'S "REDS"

SEVERAL SENTENCED TO PENAL SERVITUDE

Shanghai, Yesterday.
A telegram from Osaka states that the local court of Okayama took the lead in sentencing Communists to-day, when five men were given penal servitude, ranging from 2 to 5 years. Ten others were also found guilty but were put on "probation" in order to see if they would "show signs of repentance."—Reuter.

CAR FATALITY

DISTRESSING DEATH OF A CHINESE

A tragic incident occurred yesterday morning on Queen's-road West, near the Ko Shing Theatre, when a Chinese, was pinned against the wall and instantly crushed to death.

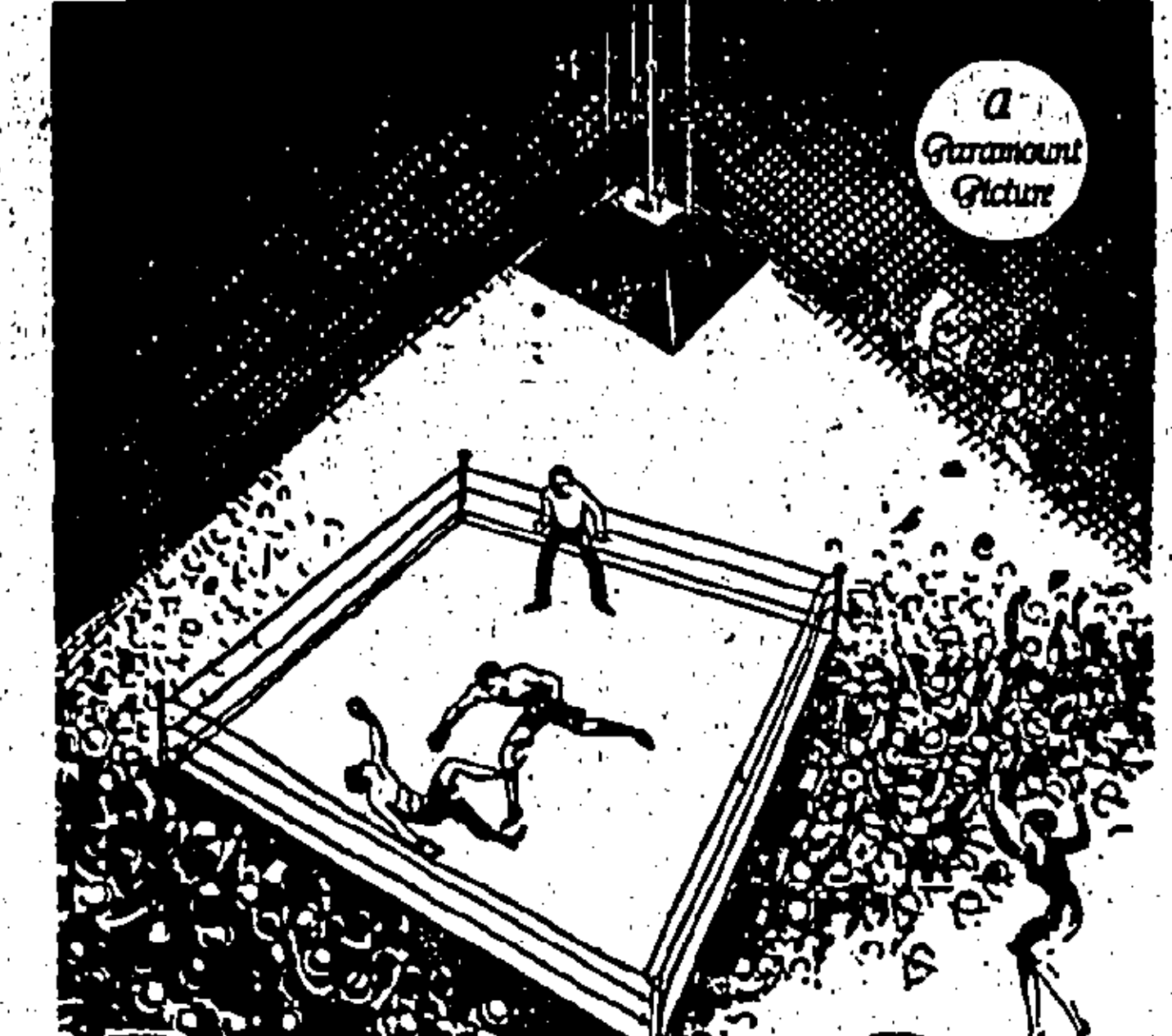
The deceased, it appears, was coming out of a public lavatory when a motor car belonging to the Luen Yick Motor Co. approached.

The driver sounded his horn but the turn of the wheel proved too sudden, and the car skidded and crashed into the wall at the spot where the deceased was standing. The body was removed to the Mortuary and was later identified by a man named Lo Wan, a brother of the deceased.

PEKING TROUBLE

Peking, Yesterday.
The Merchants' Union is agitating against the efforts of the local authorities to collect five months' shop tax all at once. It organized fifty groups to demonstrate in the streets, and one party clashed with the police, with the result that some of the agitators were taken to the police station where they were detained.—Reuter.

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